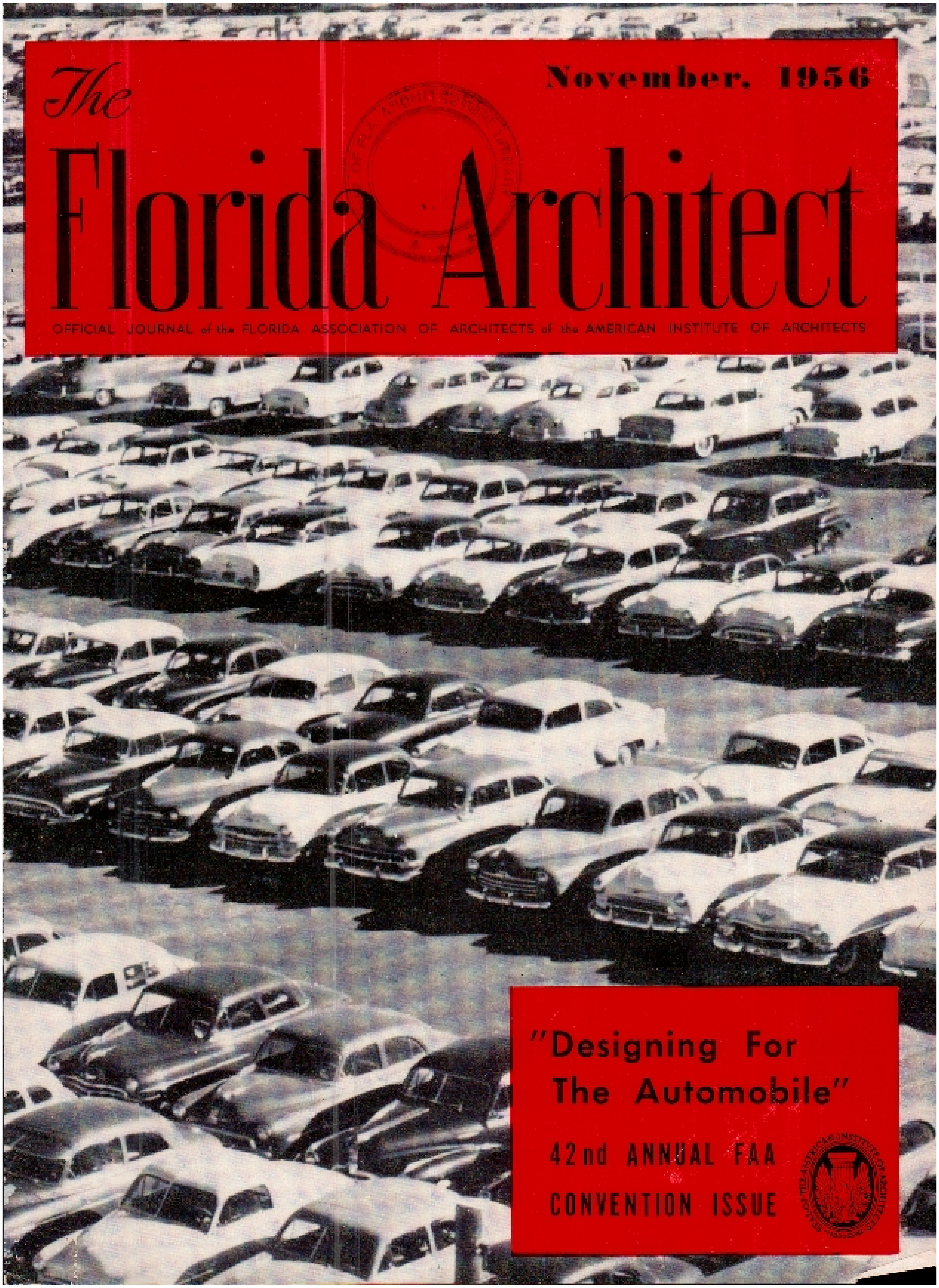
*The*

# Florida Architect

November, 1956

OFFICIAL JOURNAL of the FLORIDA ASSOCIATION OF ARCHITECTS of the AMERICAN INSTITUTE OF ARCHITECTS



## "Designing For The Automobile"

42nd ANNUAL FAA CONVENTION ISSUE

Leadership

OFFICIAL JOURNAL OF THE FLORIDA ASSOCIATION OF ARCHITECTS OF THE AMERICAN INSTITUTE OF ARCHITECTS

# The Florida Architect

VOLUME 6 NOVEMBER, 1956 NUMBER 11

## CONTENTS



### THE COVER

**Pictured here is one of the nation's biggest headaches—automobile parking in cities which came of age before America ran on wheels. This is a part of Miami's bayfront plaza, where automobiles are destined soon to be replaced with new traffic generators in the form of hotels, banks and office buildings. Photo is from files of Miami's City Engineer.**

PUBLICATION COMMITTEE — H. Samuel Krusé, Chairman, G. Clinton Gamble, Igor B. Polevitzky. Editor — Roger W. Sherman.

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# Letters

## BLOCK CRACKS

Gentlemen:

The September issue of *The Florida Architect* was most interesting to me, as in fact, are all of the issues. It is a very good and useful publication and the editors are to be complimented.

In the September issue the article on wall cracks in concrete block walls is of particular interest to all of us because of the almost universal use of this material in our work in Florida. Some of the subject matter contained in the article appears to be at variance with what I have observed in my many years of experience with this material, since emphasis is placed on the shrinkage of the block as the underlying cause.

Steam curing of blocks has been in use for many years in some sections. I first saw it used in New York City in 1926. There is a very definite shrinkage in a green concrete block during the time of the chemical reaction of the cement and water, for a week or so — after which the block is dimensionally stable, and cannot shrink sufficiently for cracks to appear in the finished wall. If the footings are properly designed and built and if the soil conditions are proper, they will not fail, and the blocks will not be sheared to show a crack.

The crack which appears is almost invariably at the junction of the vertical mortar joint and the block. Mortar is soaking wet when it is placed in the joint by the mason. All concrete and mortar must shrink during the setting process and mortar is no exception. Horizontal cracks do not appear because the wall units settle to accommodate the shrinkage of the horizontal joints. The mortar in the vertical joints shrinks also and the blocks are fixed in position, so the bond is broken in some places and a vertical crack appears, at the junction of block and mortar.

The proper method for the correction of this troublesome defect is the use of a non-shrinkage mortar. As

*(Continued on Page 4)*

# The Profession and The Press . . .



**Herbert Rosser Savage, AIA, chairman of the Florida South's public relations committee, was one of the judges in a "Florida Home" contest sponsored by the Miami Daily News in conjunction with National Home Week. He is shown here, left, with Ben Schneider, News real estate editor, and Paul Martin, chairman of the NHW committee of the Home Builders Association of South Florida.**

## Letters

*(Continued from Page 2)*

a substitute for this, V-tooling all of the joints with considerable pressure about 45 minutes after the block has been laid will eliminate most of the cracks.

WM. M. HUSSON
*Architect-Engineer*
*St. Augustine, Fla.*

*According to the Portland Cement Association, a shrinkless mortar, though rare, can be developed through admixture of iron filings to a good standard formulation. It has been produced also through addition of a proprietary admix of German origin. Apparently formulation variation, with additions of various plasticisers and air-entraining agents can have effect on shrinkage. Though only 5 percent of the wall area, mortar joints account for some 30 percent of the shrinkage.*

---

### GOOD WILL

Gentlemen:

I am sending you a copy of a letter that we received from John Stetson in Palm Beach.

The growth of this company since it was established in 1929 has been greatly influenced by the architects' interest in the products that we make and handle. "The Florida Architect" enables us to pin-point our advertising to this most important profession.

I would like to extend my compliments to you and to the Publication Committee for the very excellent presentation that I note in each issue of "The Florida Architect."

OTIS DUNAN
*Dunan Brick Yards, Inc.*
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*Dunan Brick Yards, Inc.*
*Gentlemen:*

*It was with considerable interest that I noted your advertisement in "The Florida Architect." Like most Architects I find my time very limited and must confine my magazine reading to just scanning the pictures in most. But, being particularly interested in our publication, as all members of the Florida Association of Architects are, I spend enough time to not only look at the pictures, and read the editorial matter, but to note which dealers and manufacturers are using our magazine to carry their message to the Florida Architect.*

*There are so many periodicals flooding our mails that almost all now find their way into the waste basket without being seen by any one but the secretary. Averaging out the printed page as to number of words and reading time, then applying this to the number of pages of literature we receive each month, we once decided it would take one and one half men to cover this matter alone. Not feeling so philanthropically inclined, we use file No. 13 as the only way out.*

*Having watched "The Florida Architect" grow from a mimeographed bulletin to its present format, and being vitally interested in the profession and its problems, you can rest assured that I will continue to read every word and watch for the name of every advertiser. Most other Architects of the state feel the same I'm certain, and speaking for them I commend you.*

*John Stetson*

(Thanks to both an active, interested professional and a good friend of many like him for welcome expressions of notice and good will.—ED.)

---

### REPRINT REQUEST

Gentlemen:

We were very impressed with the article "A New Attitude Toward Fees" which appeared in the October issue of *The Florida Architect*. It is certainly a timely recapitulation of problems which have vexed the architect for many years.

We would like to have your permission to reprint the article in our Chapter Bulletin—and if permission is granted, we would like to know the author's name so we can give him full credit.

MAY B. HIPSHAM
*Editor,*
*Northern California*
*AIA Bulletin*

*Unless otherwise noted, any editorial material appearing in this publication may be reprinted freely by any other publication which is owned and published by any AIA Chapter or duly authorized AIA group or organization. The only obligation entailed is that credit for prior publication be accorded to The Florida Architect and also to the author as by-lined in the magazine.*

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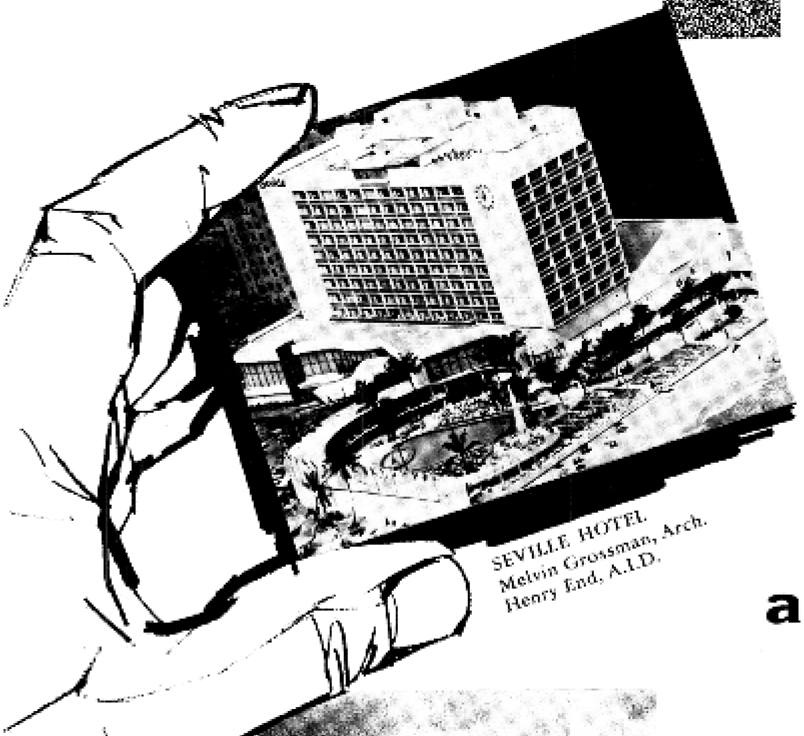
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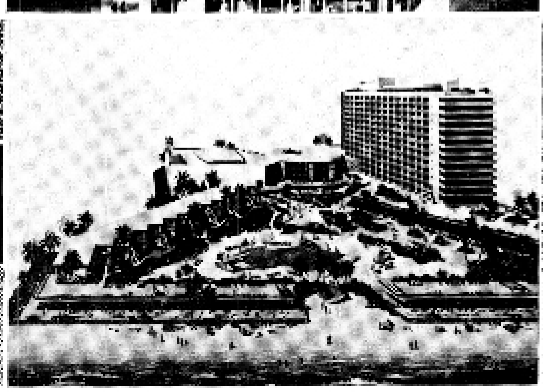
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JORDAN MARSH Weed, Russell & Johnson, Arch.



PAN AMERICAN BANK BLDG. Carl H. Blohm, Arch.



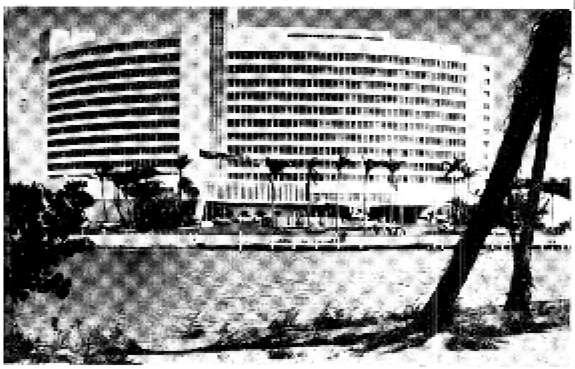
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# A New Approach to Education

**The architectural school needs the architect as much as he needs the products of its curriculum. Out of closer cooperation between the two can come better preparation for practice and opportunities for architectural research to the benefit of the student, the practitioner and the public.**



Turpin C. Bannister, MA, PhD, FAIA

By Dr. TURPIN C. BANNISTER, FAIA

It is a pleasure to accept the invitation of *The Florida Architect* to discuss with members of the FAA those objectives and conditions of architectural education which the profession and the schools must embrace if they are to fulfill their creative potentialities and social responsibilities during the next decade.

It is difficult to appreciate the amazing transformation which the profession has undergone in recent years. Only 150 years ago the new nation hesitated to use even a mere handful of more or less trained architects. Talbot Hamlin has piognantly described Latrobe's bitter struggle to practice on a protesisonal level. By 1850, although the census enumerated 591 "architects," probably no more than a hundred were practitioners in any modern sense. Perhaps a score had studied in European schools; the rest experienced varying degrees of apprentice training. Nevertheless, from this tiny group came the dream of a profession organized for higher service. In 1857, with the formation of the American Institute of Architects, the attainment of true professional status became possible.

In 1900, the census reported 10,581 "architects." It is interesting to note that only 27 resided in Florida. Of the total, perhaps a third were actual practitioners. Only about 1,000 were members of The Institute. Only one state had enacted a registration law. The nation's nine schools of architecture enrolled less than 400 students.

In the 1950's the profession has come of age. Registration, now universal, gives precise definition to its membership. Last year, 21,965 architects were so certified. Of these 681 were residents of Florida. Of the total, more than 10,600, 48.4 per cent, were members of The Institute. Fifty-nine schools, spread throughout the country, enrolled 11,199 students for the first professional degree and 229 for advanced degrees. Thus it is apparent that American architects are at last attaining as a group the strength, stability, cohesion, and momentum necessary to inaugurate and sustain a systematic and comprehensive program calculated to raise new standards of professional knowledge and skill.

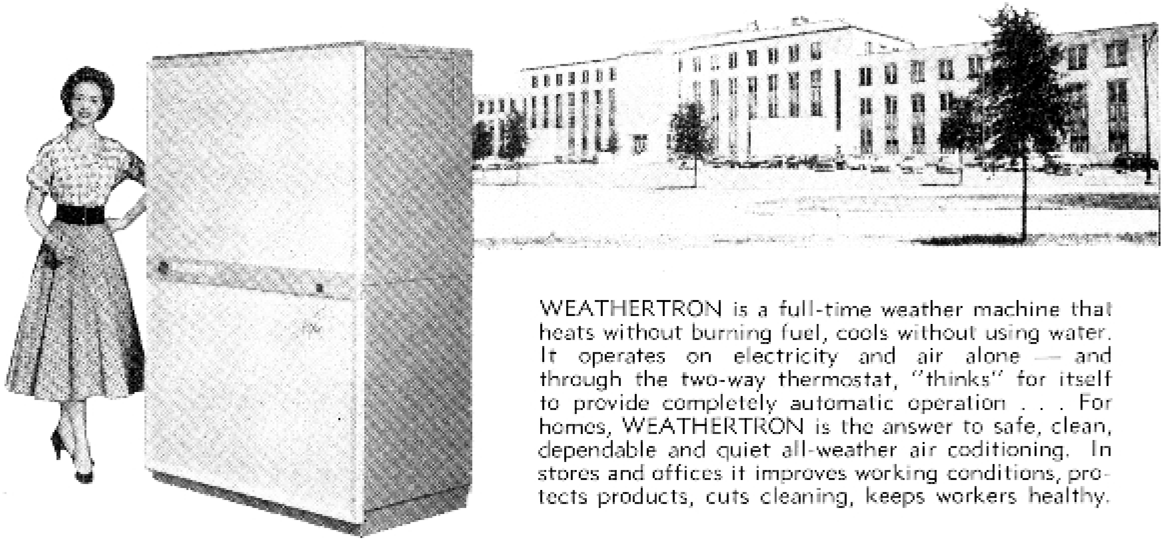
The profession is fortunate in possessing at once a great tradition and the constant challenge of exciting, dynamic renewal. It is obvious that we should cherish and build upon the rich tradition which passes on to us the hard-won experiences of our predecessors. But, at the same time, having gained an expanding and unprecedented wealth of new resources, we stand on the threshold of new usefulness and accomplishment.

To grasp such opportunities will require courage and insight. But already there are indications that a new professional spirit and pattern are emerging. In response to rising demands, the Institute is now fostering increasingly valuable seminars on both the national and regional levels. The idea of concerted research in architectural problems is slowly coming to focus. And we are gradually recognizing the need for a reintegration of all agencies of the building process in order to discuss, attack, and solve together those recurring problems which will otherwise remain unfathomable. The State of Florida should rejoice that it is served by a profession which is already proving that it understands, and has begun to work toward, this new concept of architectural organization and service.

In this new context, no greater problem confronts the profession than the recruitment and training of its future members. Its solution is, in fact, one of the most searching tests of professional vitality. In the long run, failure in solving it will bring decline, cancellation of status, and the transference of functions and opportunities to other less-qualified agencies. We recognize today that

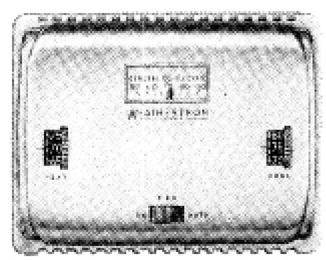
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## A New Approach . . .

(Continued from Page 9)

preparation for professional practice is a life-long process in each stage of which the profession is intimately and inextricably involved. On the one hand, recruitment, candidate training and guidance, and post-registration development are obligations for which it must assume primary responsibility.

On the other hand, the profession has, for good and sufficient historical reasons, delegated the functions of basic education and training to a number of academic partners, the collegiate schools of architecture. The advantages of this system are the release of practitioners from the duties of elementary instruction, the possibility of concentrated and systematic study, and the opportunities to share in the general educational and cultural life inherent in a university. The chief hazard is the postponement of initiation into and participation in work connected with actual practice.

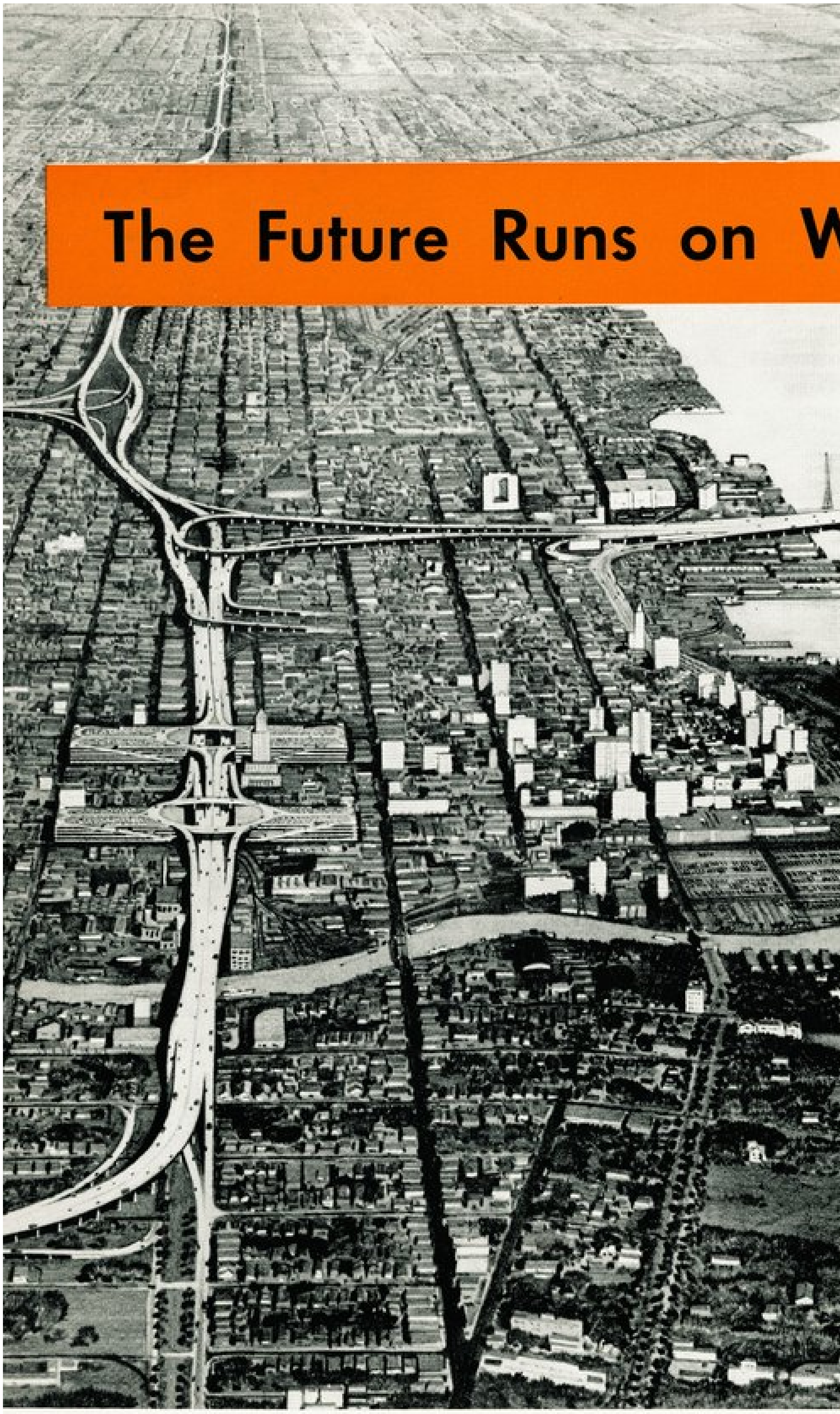
Despite this drawback, those schools which have had the sympathetic and active support of the profession have usually been able to prepare their students to make the transition to the offices without serious difficulties. Far from being antagonistic, *school and office are indispensable complements in the formidable task of converting raw recruits into competent members of a complex profession. It is clear that the success of the collegiate system depends in large measure upon the close and understanding cooperation of the profession it serves.*

To recompense such help, if need be, the school should be able to assist the profession in its organization and operation of candidate training and post-registration development. But the most important opportunity for collaboration seems to lie in the formulation and conduct of professional research. For the profession, the school must surely be the logical center for such investigations. For the school, such activities would serve as a continuous contact with current practical problems and, therefore, as a powerful stimulus for both students and faculty.

In an age which has profited so richly from the methodical expansion of pure and applied new knowledge,

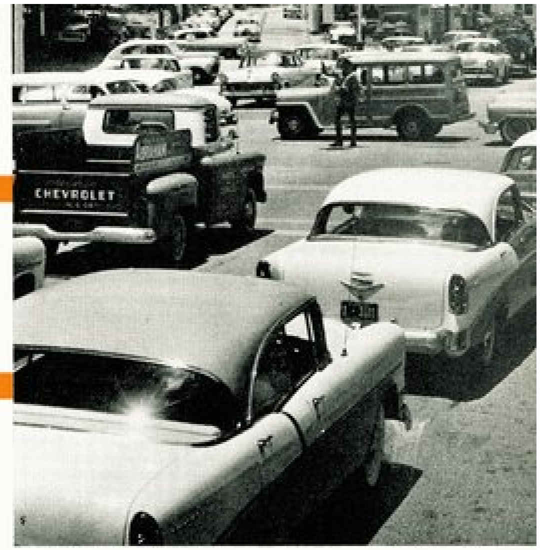
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# The Future Runs on Wheels



Indicative of how closely Florida's future development is tied to facilities for increased automobile traffic are the plans for ambitious highway projects in almost every section of the State. Shown here is a proposal by the State Road Department for an ultimate expressway development linking the Greater Miami area to the east coast toll road now under construction. Visioned for this scheme are two huge downtown parking structures and new expressway linkages with Miami Beach.

**Traffic is more than a headache-problem of civic engineering. It is becoming one of the basic factors which control building design.**




It is no longer news to anybody that traffic is a 50-million-vehicle national headache. But what may not be so obvious to even the architects who design what civic engineers call "traffic generators" is that this national problem, localized in every community in the land, is rapidly becoming a Number One factor in building design. In various ways, and to varying degrees, it is having a more and more direct influence in the placement, the economic limitation, the structural character—even the appearance—of buildings.

Particularly is that true of Florida. By and large, the growth of this state has far exceeded national averages in every category of measurement. Experts say that in 20 years U. S. vehicle registration will be double the present 50-million. Right now there is an average of one car for every 2.3 dwelling units, nationally. But as of August, this year, using Dade County as an example, Florida must deal with an average of over four times that concentration — 1.4 vehicles for each dwelling unit, and almost one registered vehicle for every licensed driver.

That is as bad an average, year-round condition as any traffic engineer wishes to contemplate. But it is made even more intense during the peaks of the tourist seasons. In addition, the growth of both permanent population and the tourist trade is making a bad condition progressively worse. If we are now faced with a bursting-at-the-seams condition, trafficwise, we will shortly come face-to-face with a situation in which the State's vigorous efforts to expand and attract will become a gigantic boomerang bringing an intolerably congested confusion to its residents and an understandable desire to avoid such on the part of its future potential visitors.

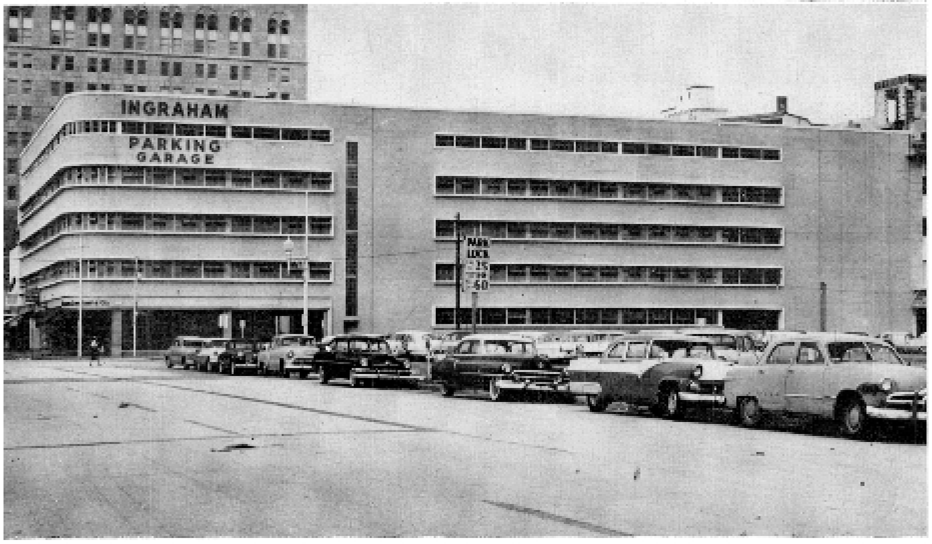
Unless, of course, something can be done about it. Efforts are being made in that direction. Statewide, some of the much-publicized expressways are under construction. Cities are frantically busy with experiments at control, with one-way streets, four-way stops, no-parking ordinances and innumerable traffic lights as some of the more obvious signs.

*Acknowledgement, with thanks, is due the Department of Engineering of the City of Miami for compilation of material on which this article is based, and especially to Arthur E. Darlow, Department Head, and Andrew P. Crouch, head of the Research and Planning Section. Photographs were furnished through courtesy of the Department and the City of Miami News Bureau.*

But even with Florida's generous slice of the $33-billion Federal road program, experts say the State cannot hope to solve all, or even most, of her present local, urban traffic jams. With the cost of urban expressways running up to an astronomical $50-million per mile (in Boston and including property-condemnation costs), there is an economic limit to the luxury of the Los Angeles look. And with Florida's present State Constitution so far an effective bar to possible benefits of the Urban Redevelopment Program for Florida cities, the clearing away of civic deadwood for the sake of better civic sercice, has, in most instances here, become such a tangled problem as to so far defy practical solutions by the very experts who have defined it.

Thus, current efforts to throttle the traffic demon hinge largely on matters of expediency. In some other States—Pennsylvania, Texas, Massachusetts, New Jersey, California, New York, to name a few—there is coming to be a general realization that our future will run on wheels and that to capitalize it, firm, even ruthless, action must be taken now. Witness the Pennsylvania, New Jersey and Connecticut turnpike systems and the redevelopment projects planned—and in some cases even underway—for Pittsburgh,

*(Continued on next page)*




**Experience has shown provision of adequate parking facilities in central business districts tends to maintain, even increase, property values. This is one of several ramp garages in downtown Miami. It has a rated capacity of 539 cars, was built in 1949. Robert Law Weed & Associates were the architects.**

Detroit, Los Angeles and, most lately, Ft. Worth.

Creative proponent of the Ft. Worth project, Victor Gruen, is now engaged in a preliminary survey of Miami's problem. In a recent issue of *Architectural Forum* he commented on the "fabric pattern" of a city.

"*The main fault in this pattern,*" he said, "*is that roads, streets and highways are used for two purposes: first to serve as a track for automobiles; and second, to serve as the pattern, or guiding element for structures.*

"*The diabolical thing is that the two uses are so diametrically opposed that each nullifies the other's value.*"

It is a nut-shell statement of the problem faced in common by two individuals who have important hands in the shaping of a city. These are the Traffic Engineer and the Architect. Formerly they have had little contact with one another. But working together they can do much to take some of the curse from expediency and even, perhaps, to mold it into an objective approach to a better functioning urban pattern.

The initiative for this rests essentially with the architect. It is he—or at least he as the creative agent of an ownership entity — who plans the various urban facilities which either serve, or must be served by, the automobile. Traffic engineers justifiably regard all buildings as "traffic generators"—more or less intensive ones depending on the function, character and size of the buildings themselves; and particularly depending on the relative location of each.

Thus it is inevitable that the problems of the traffic engineer—or, more accurately, the practical solution to such problems—should become quite as important a factor of bulding design as does the economic determination of a building's layout and three-dimensional envelope. Indeed, the day is already here when the factor of traffic volume and control has had a ruling influence on the basic question of land location and use and thus the economic determination of the entire building project.

Because this is so—as witness the growth of "satellite communities," suburban shopping complexes and the whole question of urban renewal and redevelopment—any architect who is interested in the ultimate betterment of his own civic environment would do well to add another rule to his book relative to the traffic engineer. It is: "*Communicate; cooperate; coordinate.*" Conscientiously followed, it can produce results to the benefit of every one concerned with any sort of building project.

Granted this, what are some specific points of planning and design on which the traffic engineer can advise the architect and help mold the proposed structure into a well-functioning element in the urban pattern? There are four main ones: *Traffic volumes and street capacities; existing traffic congestion; future traffic plans; and proposed parking requirements.* No particular order of importance exists. With one project plans for the future may be a ruling influence; in another the provision for on, or nearby parking may take obvious precedence. But all exist to greater or less degree; and adequate allowance for their influence can not only increase the functional efficiency of the building itself, but also that of the city of which it is a part.

*Traffic volume and street capacities.* It is surely clear that such factors should have—even if they have not in the past—a major influence on building size and function. Heavy volume is a welcome asset for an automobile service station on, say, a parkway location. It is a nuisance of congestion to workers in an office building located in the central business district. Thus, if the building is to become a prime traffic generator—as a department store, shopping arcade or office building—it behooves the architect to learn at first hand the traffic conditions which now exist. More importantly, he must determine to what extent the volume of traffic will be increased through the use of a proposed building; and if this use will tax the capacity of the street beyond a practical possibility, his scheme—and the investment of his client—is in danger.

Disregard of this one basic consideration, say the experts, has been one of the greatest single causes of central business district congestion—a con-





The vital importance of adequate parking to a department store is demonstrated by the facilities of the new Jordan Marsh building in Miami, for which Weed, Russell, Johnson & Associates were architects. To make certain of traffic needs, an engineer-consultant made a detailed survey as the basis for parking lot sizes.

gestion that in many urban instances has been the instrument to start a progression of business removal, decreasing land values, area decay and finally urban blight. Statutory limitation of building height has been one attempt to solve the problem. It has rarely been successful, chiefly because it has not struck at the traffic core of the situation and has set only one physical factor of building—not use, nor land coverage, nor density of working population—as a criterion.

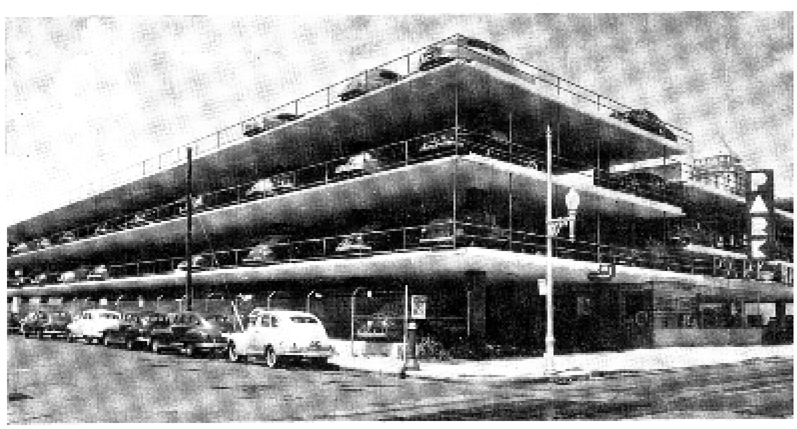
*Existing traffic congestion.* Traffic rules—one-way streets, limited turns, parking prohibitions, etc. — are the means used by the engineer to avoid, or at least mitigate, congestion. But they can become of first importance to a building owner or tenant operator. Cases exist wherein reversal of traffic flow has visited a very real hardship on commercial establishments; and the pattern of traffic flow is of particular importance to such buildings as hotels, where constant egress and ingress to a street is involved. For example, this element of congestion has caused a complete redesign of a hotel projected for a downtown Miami location. Originally planned to front on an east-bound arterial street, it was revamped to face on an adjacent west-bound street in the interests of better vehicular servicing resulting from less congestion and better entrance-exit facilities.

*Future traffic plans.* To their credit, traffic engineers in city, county and

(*Continued on Page 16*)




Newest of Miami's parking garages is this structure opened last summer in the heart of the central business district. Designed by Stephan Zachar, architect, it has a rated capacity of 274 cars, is planned for more floors.




This open-air, ramped parking structure, built in 1949, and designed by Steward and Skinner, architects, has a rated capacity of 505 cars. It is located on the edge of Miami's congested downtown area, is somewhat difficult to reach due to one-way street regulations.



**In Miami's 79th Street Shopping Center, for which Robert Fitch Smith was architect, the need for adequate parking directly influenced the building design. Note bridge over driveway connecting parking lots and the outdoor stairway which serves second-floor offices directly from parking area.**

## Future on Wheels . . .

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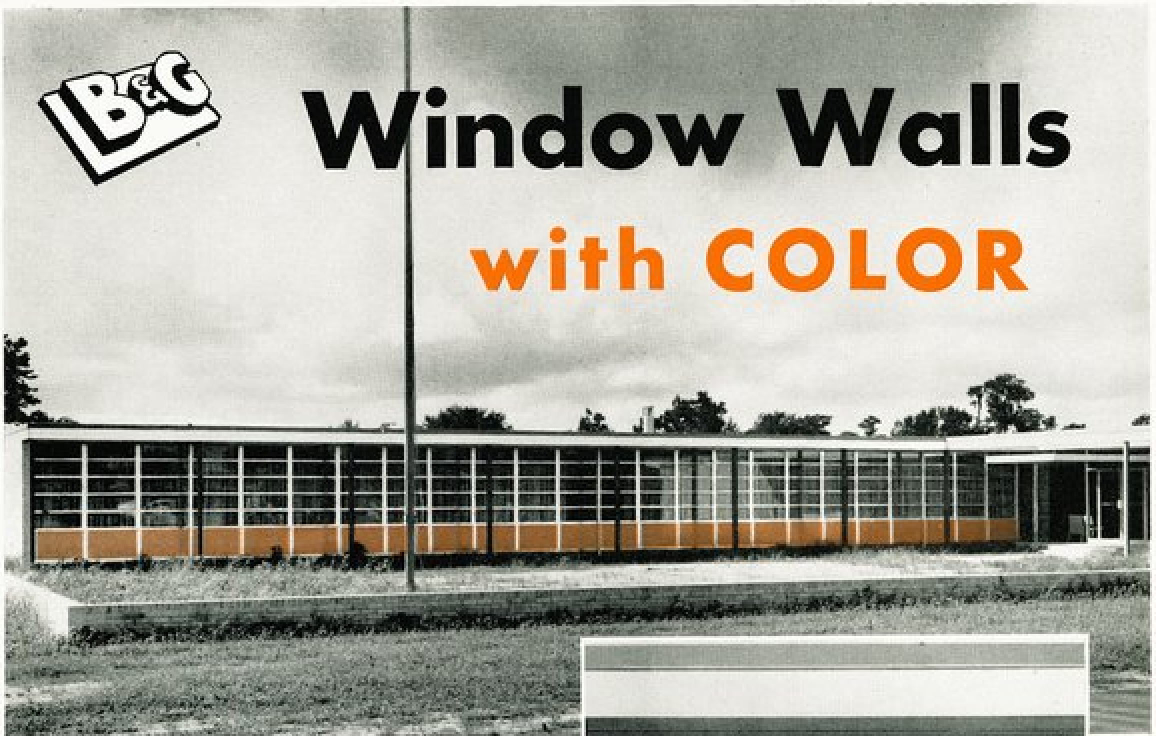
state departments are constantly striving to improve street patterns. Some of their efforts are short-range; others are long-range, geared to collective agreement relative to master traffic plans. Such plans may, or may not affect the actual design of a building. But they can have a potent influence on the economic justification of a project. In St. Petersburg the force of this is clearly evident along Fourth Street North. Once the main traffic artery from Tampa and the North along Route 41, the motels which line it are now languishing. Since the completion of the Skyway over lower Tampa Bay and the four-laning of Route 19, most of the traffic has moved 30 blocks to the west.

*Parking requirements.* With suburban rapid-transit facilities still a gleam in the eye of a few promoters, and with bus systems more in the stage of a makeshift rather than a well-integrated transportation utility, the business population of most Florida cities is in direct proportion to the traffic volume. Where to put the cars is probably the toughest question traffic engineers have to answer. They have attacked it through local ordinances requiring off-street parking facilities for new buildings; and through zoning ordinances which prescribe

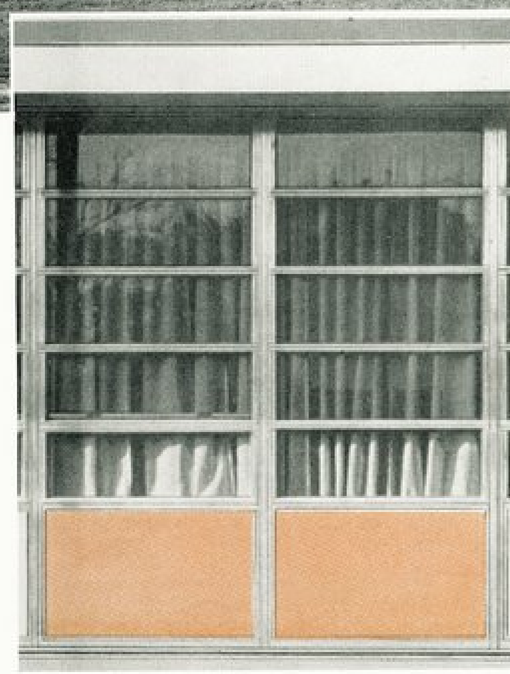
*(Continued on Page 68)*



**Congestion caused by narrow streets carrying both private and bus transportation coupled with high density business population is evident even at low peak traffic periods. It's the reason behind many traffic regulations and the increasing need for pre-planned off-street parking facilities.**




Headquarters Building, Board of Public Instruction, Orlando. Robert B. Murphy, AIA, architect; Richards Construction Company, builder.



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A representative will be glad to come in, sit down with you and help solve the problem. Chances are that the problem you have today was someone else's on a previous job — and we probably have a solution for it already worked out . . .

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**PENSACOLA**—S. L. Davis

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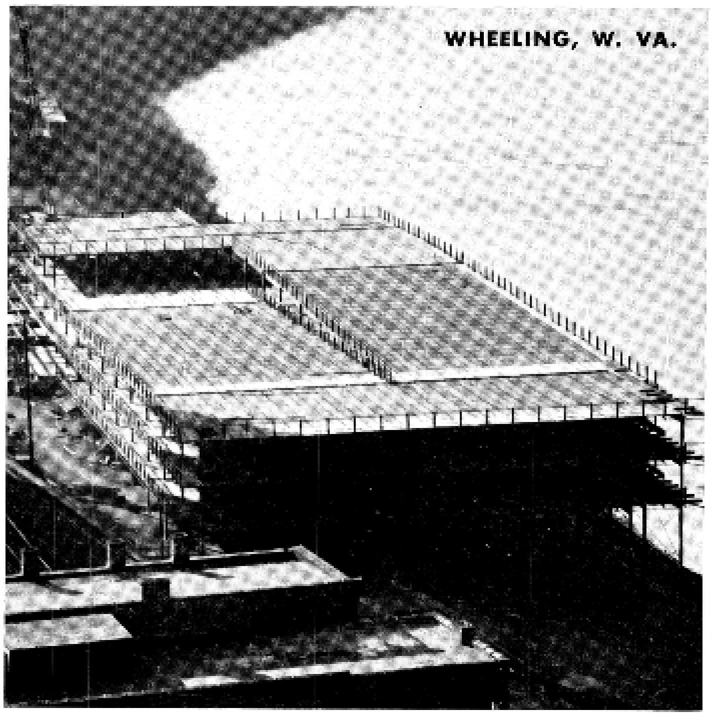
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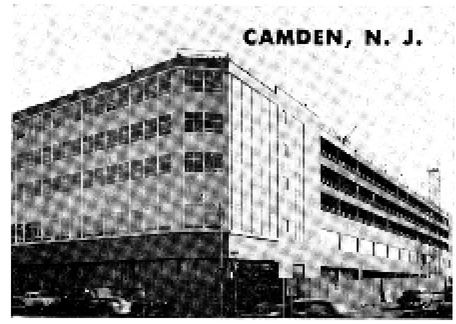
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229,000 sq. ft. of high-strength Cofar steel units on Wheeling's Wharf Municipal Parking Deck. 3½-inch concrete slabs—on spans of 6' 9"—were used on this job.



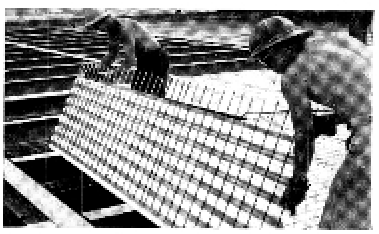

326,000 sq. ft. of Cofar on 6' 6" spans were used on the Parkade, a new parking deck and office building.



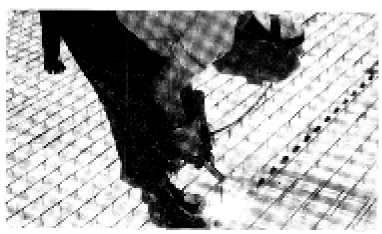

62,000 sq. ft. of Cofar forms and reinforces 3½" concrete floor slabs in City Hall Realty Parking Deck.

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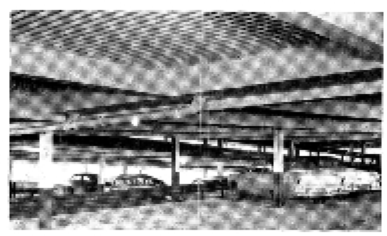
Combining form and reinforcing in one operation, Cofar eliminates the labor and high cost of conventional form work, offers savings to parking-deck designers, builders and owners. Cofar is deep-corrugated galvanized steel with T-wires welded across corrugations. Units make a tight form for wet concrete, provide main positive reinforcement when concrete sets. T-wires supply temperature reinforcement, interlock concrete to steel units. Negative steel is set over structural members for continuity. After concreting, a fire-resistant concrete floor results!



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# Planning and Zoning

By WILLIAM T. ARNETT

The Committee on Planning and Zoning was established this year "to act as liaison with the Florida Planning and Zoning Association," an organization which deserves the active interest of every Florida architect.

*Community Planning*—In a recent publication the Chamber of Commerce of the United States gives emphasis to the fact that American businessmen are realizing more and more that intelligent and enlightened planning offers the most logical approach to solving community problems arising from growth and development, as well as from changing conditions affecting the older parts of the community.

The National Chamber points out that businessmen are feeling that at least as much foresight and coordination should be devoted to the improvement and expansion of their communities as to their own businesses. As taxpayers in the municipalities in which they operate, they want the vital guidance that proper planning can and should give. As businessmen, the National Chamber has found, they want to operate in communities that are both efficient and attractive.

Because architects have an important stake in the growth and development of Florida, it is natural that they should want to know what they can do to promote realistic and practical planning, and what are the mechanics of setting up and maintaining an effective city-county planning commission.

*The FPZA*—The Florida Planning and Zoning Association provides at least a partial answer. The FPZA, now in its seventh year, is a nonprofit association to encourage orderly physical and economic development in the communities of the state. Membership is open to all interested individuals and organizations.

The purpose of the FPZA is five-fold: 1 — to promote cooperation among official planning and zoning boards or commissions, civic bodies, citizens, technicians, and students interested in planning and zoning in the State of Florida; 2—to cultivate and stimulate an interest in planning and zoning by local governments; 3—to encourage the observance of sound planning and zoning practices; 4—to exchange information, advice, and assistance among its members, and 5—to engage in research and issue publications on planning and zoning matters.

FPZA maintains an excellent circulating rental library at its headquarters in Auburndale and issues a monthly *Newsletter of Florida Planning and Zoning*, holds an annual Planning and Zoning Conference, and publishes the proceedings of the Conference.

*Legislation for Planning*—Florida is without a comprehensive and proper set of basic planning laws. For the past several years, FPZA has been active in sponsoring a general legislative act which would enable Florida communities, cities and counties to establish planning and zoning commissions, zoning regulations and subdivision controls to guide the orderly growth and development of the state. Because Florida lacks such general legislation, many communities have had to secure special acts, and, even worse, many communities are without the necessary authority to enact regulations and controls when the need arises.

The enabling act proposed by the FPZA is permissive and not mandatory. It gives any city or county the opportunity to adopt ordinances pursuant to the legislation, but it does not make the enactment of any ordinance compulsory. Furthermore, unlike the special acts now in effect, it provides a method for cities and counties to work together in establishing planning and zoning as the need for such joint cooperation becomes necessary.

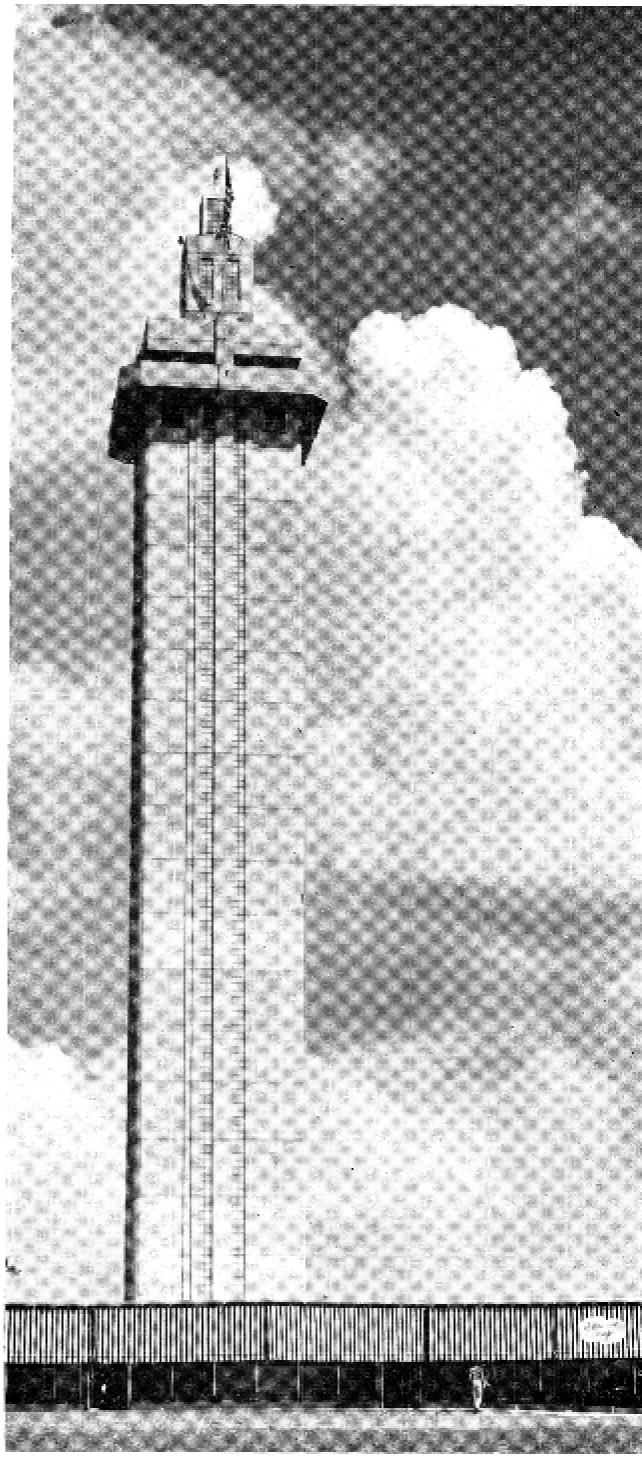
In communities actively interested in the problems of growth and development, planning has become an integral part of the democratic process. It is a matter, primarily, of planning for the common good instead of allowing haphazard growth for the temporary benefit of a few. Florida needs adequate permissive planning legislation now; we have needed it for a long time. As one eminent authority points out, "*In the American business society of today there is more need than ever to reconcile individual aspirations and community needs, to prove that they are not necessarily antagonistic, and to revitalize the democratic ideal through increased cooperation of all citizens and their institutions.*"

*Recommendations*: 1 — That the FAA give serious consideration to affiliation with the FPZA as an organizational member. Organizational memberships are $10 a year, with *Newsletter* subscription $3 each in addition. Chapters of the The Institute are likewise eligible for organizational membership.

2—That Florida architects give serious consideration to affiliation with the FPZA as individual members. Individual memberships, including a subscription to the *Newsletter*, are $5 a year.

3—That the FAA authorize and direct its Legislative Committee to work with similar committees of the FPZA and other organizations interested in an adequate basic set of planning laws for Florida to the end that our cities and counties—singly or jointly, as the need may arise—may have proper tools to guide the orderly growth and development of the state.

WILLIAM T. ARNETT, Chairman



# Horizons...
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Florida's newest and one of its most spectacular attractions is the Citrus Tower at Clermont—another impressive example of all-concrete construction.

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*Architect: Thomas A. Russell, McKeesport, Pennsylvania.*

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# Relations with the Construction Industry

By JOHN STETSON

The year 1956 produced less effort on the part of the subject committee than has been experienced in past years. Gains made in the cooperation between the AGC, Engineers, etc. were consolidated; and since little in the way of problems presented themselves, the committee was not called upon to make any momentous decisions.

Members of the committee met with representatives of the AGC, the FES, the State Realtors Association and the Home Builders Association, in April, in West Palm Beach. At this time several recommendations were made which were adopted. The AGC asked that the Architects and Engineers indicate their interest in the State Contractors Licensing Law; that the Joint Cooperative Committee go on record with the State Board of Health, urging them to give closer consideration to the notification of all members of the Industry of any further contemplated changes in the State Sanitary Code; that the Joint Cooperative Committee and the Surety Companies of the State of Florida, through a working special committee, evolve a set of standard specifications for industrial and public works contracts; that the FAA and the FES repeat their opposition to Senate Bill 1644; and that MR. FRANK J. ROONEY's observation in the March, 1956 edition of *The Florida Architect* indicating the need of an overall plan for the State of Florida, be referred to the Joint Cooperative Committee as a future project.

In addition to the above, this meeting adopted two resolutions:

RESOLUTION No. 1—*Whereas*, the Joint Cooperative Committee and its sponsoring organizations have, since the inception of this program, indicated a strong interest in improving the ethics, and in particular the bidding process of the Construction Industry; *Now Therefore Be It Resolved* that the sponsoring organizations shall carry back to their respective groups the following recommendation for amendment to the Recommended Bidding Procedures:

"*The owner may furnish a list of invited major sub-contractors to the general contractor prior to bidding and such list of sub-contractors shall be adhered to and no bids accepted from others. The general contractor agrees to accept responsibility as though he had made the selection himself or decline the invitations to bid.*"

RESOLUTION No. 2 — *Whereas*, in increasing numbers throughout the State of Florida, architects and engineers are not receiving their due fees for architectural or engineering services when owners and others are either subsequently refusing to pay the agreed fees or where by subterfuge the services of an architect or engineer are being evaded, though by law provided for in the interest of the health and welfare of the public; *Now Therefore Be It Resolved* that the members of the three sponsoring groups will not bid into a contract for a project over ten thousand dollars ($10,000.00) in value where the architect or engineer does not have a prime contract direct with the owner covering their services.

Resolution No. 2 was re-written to include the following: That the AGC will notify the Secretary of such practices, and the FAA members and FES members will notify their local building inspectors of the State law.

The FES finally adopted the agreement prepared by the Architect-Engineer Committee covering recommended fees and professional standards for the two organizations. Previous issues of *The Florida Architect* have covered this agreement.

In addition to the above, the Palm Beach County area has had continuing successful cooperation with all segments of the construction industry in furthering the adoption of the State Building Code for all construction within the county, a project begun last year and pretty well completed this year. This effort has had spreading influence on adjoining counties and we trust will eventually receive such satewide notice as to merit its becoming a project for the other chapters.

There is under way a plan to set up uniform licensing laws for all contractors within the county. This work was begun and is being carried forward by the "Building Officials Forum" (a group organized through the efforts of the Joint Cooperative Committee) and the Joint Cooperative Committee itself. The latter part of September produced an effort on the part of the Electrical Contractors Association to improve the standards of plans and specifications to include more details and thereby better protect the owner both at the time of the bidding and at the time of construction. A local architects' committee met with representatives of this organization and heard their complaints, and will now carry this forward through the Joint Cooperative Committee and eventually through the FAA State Committee.

It is recommended that the Committee on Relations with the Construction Industry of the FAA work very closely through the coming year with the State Committee on Public Relations. There was never a greater need for better understanding by the public and by the rest of the construction industry of the necessity for good architectural services. To further indicate that, considerable effort could be exerted in our own organization to produce a guiding committee to set

*(Continued on Page 22)*

## Construction Industry . . .

*(Continued from Page 21)*

up standards of performance, which might in some manner assist certain designing architects to improve their plans and specifications and thereby improve their reputation and the reputation of the entire profession. Other professions, such as medical and law, do not tolerate slipshod or poorly presented professional efforts. Certain of us feel that a better standard of professional performance on the part of our own practicing profession would go further in necessitating the use of an architect in all planning, than all the legislation we might produce in the next five years.

JOHN STETSON, Chairman
DAVID P. REAVES II
LOYD F. VANN
GEORGE J. VOTAW
HILLIARD T. SMITH, JR.
ANTHONY L. PULLARA
WALTER B. SCHULTZ

# Education

### By SANFORD W. GOIN, FAIA

The activities of the Committee on Education during the past year have primarily been concerned with carrying out the directives contained in a resolution on professional training passed at the 1955 Convention.

With reference to an interim program of architectural education as mentioned in the 1955 Resolution, your Committee wishes to report that it was able to provide a series of visitations to the College of Architecture at the University of Florida for the purpose of having practitioners meet with the students for a full day of discussion of various subjects selected by the visiting practitioners. The Committee is grateful to the following architects for giving their time and traveling to Gainesville at their own expense to spend a day at at the University with the students in architecture:

CLINTON GAMBLE, Fort Lauderdale; EDWIN T. REEDER, Miami; RUSSELL T. PANCOAST, Miami Beach; FORREST M. KELLEY, JR., Tallahassee; JOHN STETSON, Palm Beach; WILLIAM D. KEMP, Jacksonville; ARCHIE G. PARISH, St. Petersburg. The series extended from early in March through the first part of May.

During the past year the Association held a student competition for the FAA scholarship to be awarded to fourth-year students of architecture at the University of Florida. The subject of the competition was "A Building for Architects." Twenty-two entries were submitted; and five were considered in the final judgment by a jury consisting of FRANKLIN S. BUNCH, Jacksonville; JOHN STETSON, Palm Beach, and JAMES GARLAND of Miami. Final judgment resulted in first place being awarded to MR. J. R. BLAIS of Daytona Beach, and a first mention to MISS ELLEN POFFENBARGER of Orlando. The award of the scholarship was made at the Student Field Day luncheon at the University.

With reference to the other directive contained in the 1955 Resolution, your Committee wishes to report that early in 1956 President Gamble offered the services of our Association to DR. J. WAYNE REITZ, President of the University of Florida, in any matter concerning architectural education about which Dr. Reitz might consider the thinking of the members of the professional organization to be helpful.

At the invitation of Dr. Reitz, representatives of our Committee met on three separate occasions with President Reitz and others at the University.

Your Committee is particularly appreciative of the extreme care evidenced by the University Administration in its selection of candidates for positions of responsibility at the University and wishes to compliment Dr. Reitz on his selection of DR. TURPIN C. BANNISTER, FAIA, as Dean of the College of Architecture and Fine Arts at the University of Florida.

SANFORD W. GOIN, FAIA Chairman
FRANKLIN S. BUNCH
RUSSELL T. PANCOAST, FAIA

# 1857-1957 Centennial Observance

### By Wm. B. HARVARD

Inasmuch as the Centennial Celebration will be a great opportunity for the architectural profession to receive simultaneous publicity all over the country, it is believed important that all chapters place an appropriate emphasis on the Chapter Centennial Committee, and give it all the support necessary for making this observance a complete and resounding success.

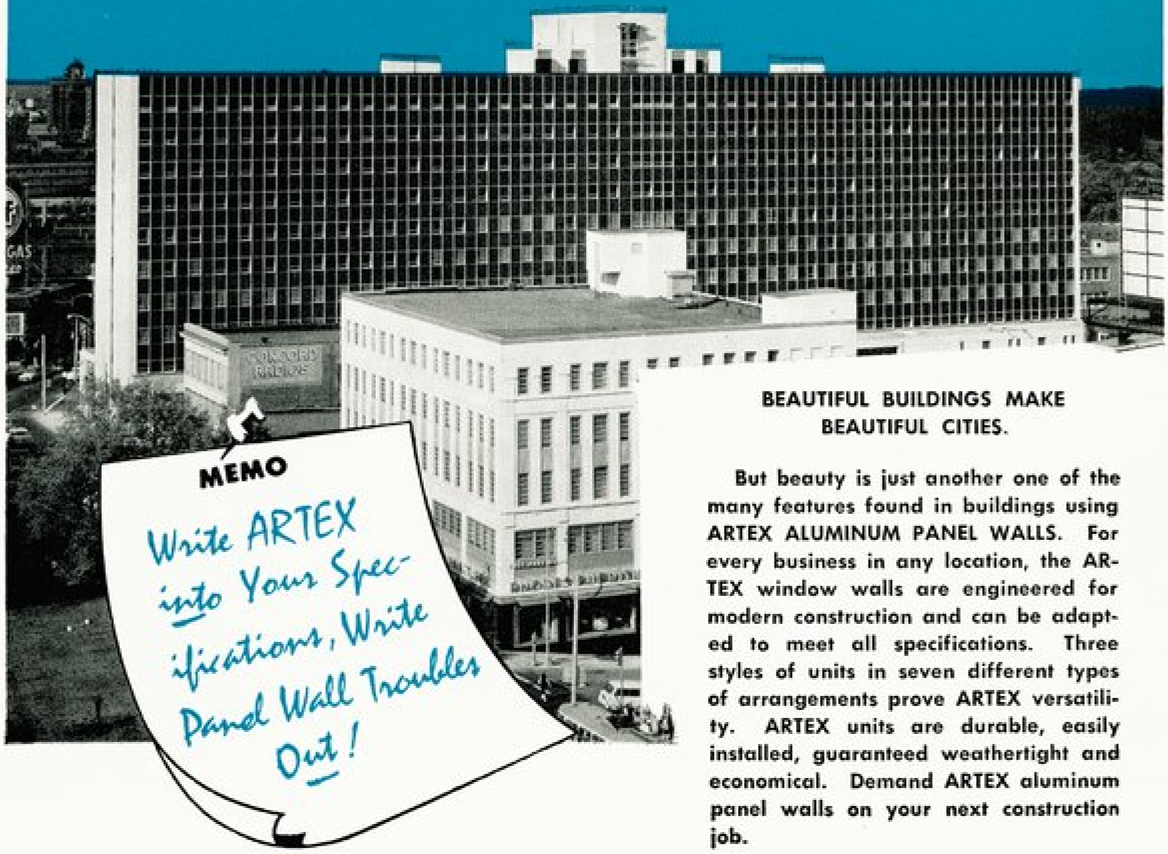
1—All Chapters in the Florida Association should adjust their meeting dates to occur on February 23, which is the 100-year anniversary date of the Institute, and that the dinners and meetings have prominent local governmental and educational leaders invited to speak on appropriate subjects.

2—In addition to the Governor proclaiming "Architect's Week" during the week ending February 23, a similar request for a proclamation from local governmental officials be made, and that this request be made through a local committee appointed in as many localities as possible. These committees should see that exhibits are placed in various hotel lobbies and department stores, etc., and also that speakers be made available for various civic groups to to be active as possible during this week.

3—This is to elaborate on item 2 above. It is believed necessary that in order for this celebration to be thoroughly effective, the Chapter Centennial Committee chairman should have on his committee key members to thoroughly prosecute the public relations, exhibits, speakers, and civic participation at the city or town level.

WILLIAM B. HARVARD, Chairman
JOHN L. R. GRAND
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# The FAA Checks on Its Organization

**With ten AIA Chapter-Members, the FAA is in better shape, geographically and organizationally than ever before. Here's a view of both set-ups and a timely comment on adjustments that may be needed in the future.**

By JOHN L. R. GRAND
Member, AIA Chapter Affairs Committee

"Designing for the Automobile," the Convention theme, could almost be a theme for the organizational structure of the FAA. A look over the more than 40 years of FAA development will show the automobile as having had a steadily increasing influence. A look ahead to completion of new roads would reveal increased urbanization, a decreasing compass of chapter territories, and a resulting need for new chapters.

This pattern began its emergence with the integration of the FAA and the AIA early in World War II. Prior to that time the three Florida chapters, North, Central and South held quarterly meetings and had almost a regional character, not unlike some of the smaller state chapters today. Since then the tendency has been toward a more localized, community-centered chapter activity requiring more frequent meetings, which in turn demanded decreased travel time. And because travel has been mostly by automobile, this has meant decreased distances. Five chapters now cover the territory that was Florida North's; three the territory that was Florida South's, and two fill the area that was Florida Central.

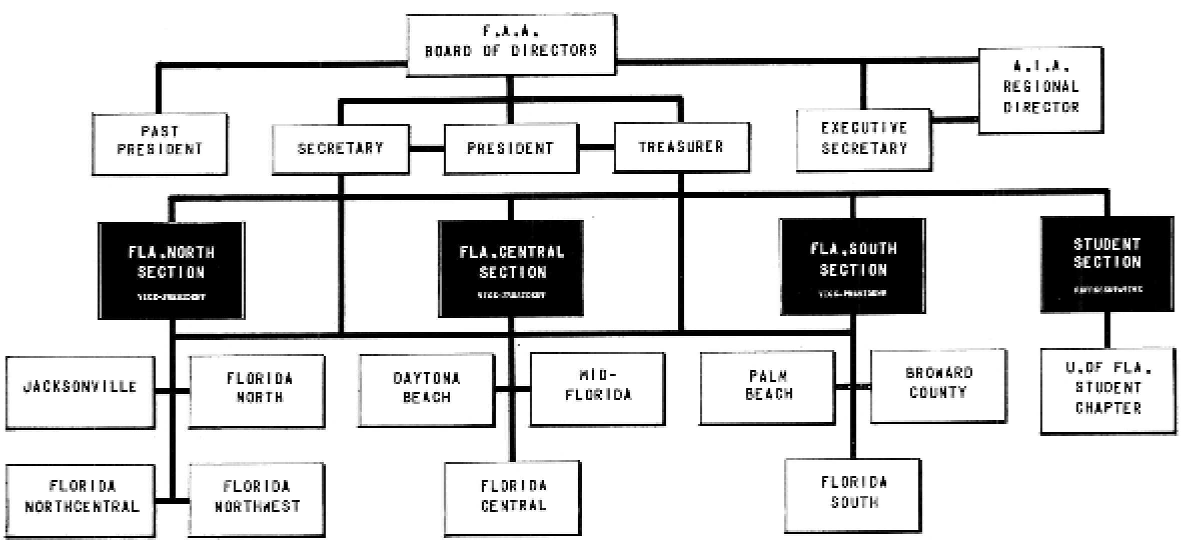
A study of the map will show that currently a radius of 20 miles appears to be the practical limit for member participation in the more congested metropolitan areas, and a radius of 75 miles is the approximate limit over the highways and through the countryside. These are maxima, and with increased congestion they may be expected to decrease in magnitude.

Geographically, the FAA is in pretty good shape. Shown on the map is the latest demarcation of territories (and by extension the territories of the three sections of the FAA) as set forth by The Institute Board. It is worthy of note that territories of Florida Northwest, the Mid-Florida and Palm Beach chapters are exactly as proposed by the Redistricting Committee in its report to the Palm Beach Convention in 1954.

The Association may ultimately be concerned with two territorial problems. The distance criteria stated above suggests that Dixie county which lies beyond the 75-mile radius drawn from Tallahassee, the "seat" of Florida North Central, be reassigned to Florida North, inasmuch as it lies well within range of Florida North's orbit. Flagler county, on the other hand, while it lies within range of Florida North, should be assigned to Daytona Beach since most of its larger communities fall within a 25 mile radius of Daytona Beach.

The need for one or more new chapters along the lower Gulf Coast can be foreseen as population expansion develops to warrant them. All of Lee County and considerable areas of Highlands, Charlotte, Glades, Hendry and Collier Counties lie beyond the orbits of chapters to which they are now assigned. However, because such areas are so sparsely populated, this problem is one for the future.

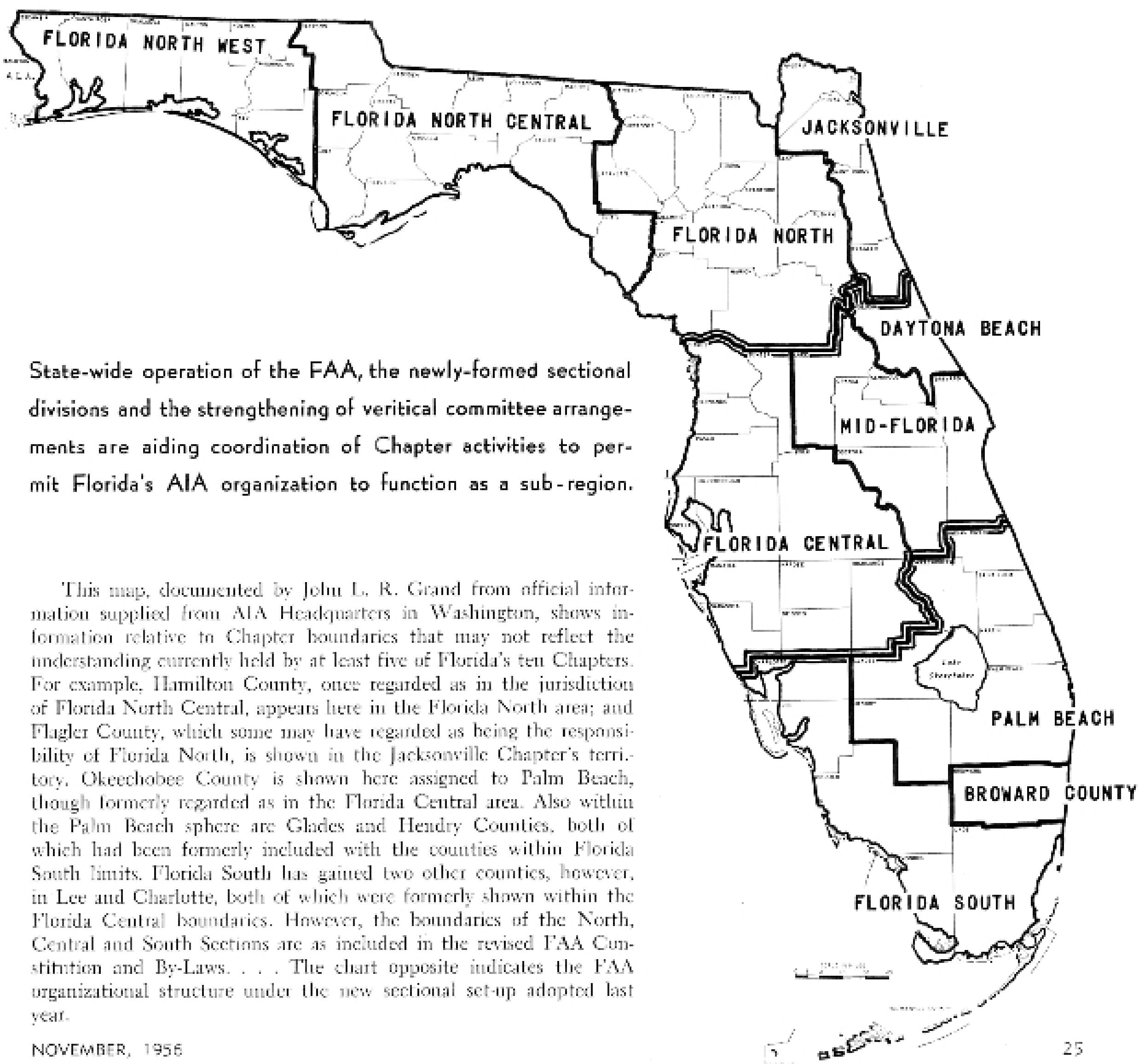
As it studies its functions and perfects its organization, the FAA becomes increasingly able to contribute to Institute development. Following



a recommendation of the Board of Examiners, The Institute Board requested the Committee on Chapter Affairs "*to study the phenomena of decentralization of existing large chapters, considering the advantages and disadvantages of the breaking up of such chapters, and of retaining the large chapter and establishing 'divisions' within them — allowing such divisions autonomy in handling local problems, thereby increasing membership participation.*" As the Chapter Affairs Committee's study is still in progress, the opinions expressed are the writer's.

For present conditions of travel by automobile in Florida, FAA geographical criteria appear generally reasonable and satisfactory. Criteria which need to be established are those concerning minimum membership in the several membership classes in order to function effectively as a chapter. These criteria can, and should, be developed from studying needs of chapter operation. To function effectively a chapter needs officers, directors, a State director, committee members and chairmen to man the minimum list of chapter committees required by the Institute's "vertical" chapter, regional, national committee organization, and some "troops" or replacements so that the same men will not have to be "on the line" all the time.

Organizationally, the FAA is in pretty good shape, too. As may be seen on the organization chart, line and staff relations are clearly demarcated, well balanced, and provide a framework for effective operation and development. The FAA has embarked upon a policy of coordinating its committee organization into the "vertical" system so that it will function somewhat as a sub-region. Under this policy, chapter committee chairmen automatically become members of the state committees; and thus selection and coordination are greatly simplified. This leaves in the hands of the Board of Directors the all-important task of selecting state committee chairmen, a task it is best equipped to do.




**State-wide operation of the FAA, the newly-formed sectional divisions and the strengthening of veritical committee arrangements are aiding coordination of Chapter activities to permit Florida's AIA organization to function as a sub-region.**

This map, documented by John L. R. Grand from official information supplied from AIA Headquarters in Washington, shows information relative to Chapter boundaries that may not reflect the understanding currently held by at least five of Florida's ten Chapters. For example, Hamilton County, once regarded as in the jurisdiction of Florida North Central, appears here in the Florida North area; and Flagler County, which some may have regarded as being the responsibility of Florida North, is shown in the Jacksonville Chapter's territory. Okeechobee County is shown here assigned to Palm Beach, though formerly regarded as in the Florida Central area. Also within the Palm Beach sphere are Glades and Hendry Counties, both of which had been formerly included with the counties within Florida South limits. Florida South has gained two other counties, however, in Lee and Charlotte, both of which were formerly shown within the Florida Central boundaries. However, the boundaries of the North, Central and South Sections are as included in the revised FAA Constitution and By-Laws. . . . The chart opposite indicates the FAA organizational structure under the new sectional set-up adopted last year.

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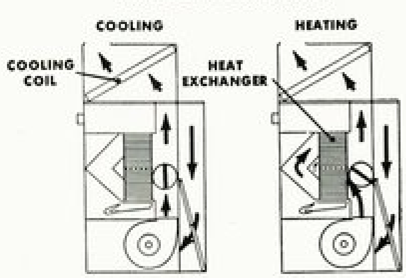
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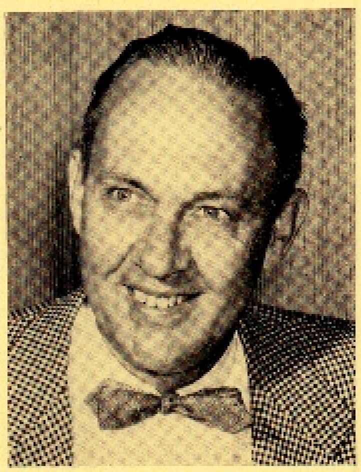
# 42nd Annual Convention

OF THE FLORIDA ASSOCIATION OF ARCHITECTS
OF THE AMERICAN INSTITUTE OF ARCHITECTS

NOVEMBER - 1956
8th, 9th, 10th

MIAMI BEACH - - - FLORIDA
HEADQUARTERS — SEVILLE HOTEL

## CONVENTION MESSAGE FROM THE FAA PRESIDENT



G. CLINTON GAMBLE, A.I.A.
President,
Florida Association of Architects

What has happened during the two years I have been privileged to serve the FAA as president can, I think, be reasonably regarded as progress. Since the 40th Convention at Palm Beach we have completed our program for redistricting, have enlarged our AIA Chapter roster by three, and have started to work out an improved three-sectional organization.

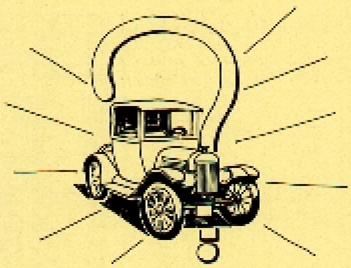
The FAA is now operating under a completely new and more broadly effective constitution and by-laws. The office of the FAA Executive Secretary has become an accomplished fact and is already proving its anticipated worth. Our official journal, *The Florida Architect*, has rapidly become an important means of inter-chapter and intra-industry communication — with plans for even greater service now under way.

As the scope and activities of our Association have grown, so the local effectiveness of its member-chapters has been widened and strengthened. In all sections of the State indications are that the architectural profession is, at long last in Florida, coming to be regarded as an integral part of local community life. And with that regard is coming a better understanding and a wider acceptance of the varied functions and basic values of our profession.

This overall progress of the FAA is only a foundation on which to build an even more progressive future. But to bring that structure to reality, the interest and vigorous action of every member of every one of Florida's ten AIA chapters is vital. Progress can be initiated by a few; but it must be sustained by the many. Thus, I urge every chapter member, of whatever classification, to show his willingness to participate with enthusiasm and effectiveness in any field of professional service to which he may be called.

For there is much to do. Legislatively, for example, there is need for a continuation of our "watch-dog" policy — to act cooperatively with our engineer and contractor friends in the protection of our collective interests; and to act on our own when and as necessary, to maintain and strengthen our own position as an independent practicing profession. We must continue our efforts toward public acceptance. We need improved contacts between individual chapters, a strengthening of chapter, sectional and state liaison. Only through aroused interest and active efforts of each member can we accomplish our plans for future progress. With these, there can be hardly a limit to the realization of the FAA's full potential.

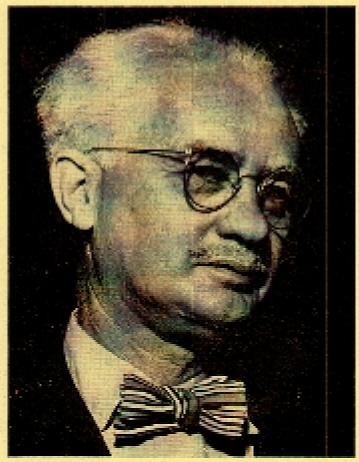
# "Designing for the Automobile"



With the experts forecasting double the present 50-million automobile registration within the next twenty years, the theme of this Convention could hardly be more practical nor timely. Automotive transportation may possibly prove to be one of the most vital of all the various forces which are shaping the future—and changing the pattern of our land and our current method of living with breath-taking rapidity.

Thus it should prove profitable—as well as interesting—to consider, collectively, what influence the automobile is having on architectural design. Logically, that involves the question of what type and character of design can best serve a people dedicated to the automobile.

These are the bases for this Convention's seminar discussions. And here are those who will participate in them.



## HENRY S. CHURCHILL, F.A.I.A.

**Architect, Planner, Author,**
**Philadelphia, Pa.**

Keynoting the Convention's theme, "Designing for the Automobile", Mr. Churchill will be the principal speaker at Friday's luncheon meeting and will take a leading part as a member of the panels in seminar meetings scheduled for both Friday morning and afternoon. He will speak from a long background of experience with planning problems and intensive research in urban design. He has been a consulting architect for the USHA and the N. Y. State Division of Housing, is a member of the American Institute of Planners, and author of "The City is the People", published in 1945. He is a member of the Philadelphia Chapter, AIA, and served as Chairman of the AIA Committee on Urban Design and Housing. His Fellowship dates from 1951.



## VICTOR D. GRUEN, A.I.A.

**Architect and Planning Consultant,**
**New York City, N. Y.**

As a member of the discussion panel during both seminar sessions, Mr. Gruen's contribution will be the more pointed and valuable since he has just completed a preliminary survey of Miami's central business district in terms of the Convention theme. Born and educated in Austria, Mr. Gruen came to this country in 1938, formed his present firm, now with offices in four states, in 1951. His recently-completed study for the re-development of the central business district of Fort Worth, Texas, has brought him international prominence and has placed him in the front rank of urban redevelopment consultants. Mr. Gruen became a member of the Institute in 1948 and is now affiliated with both the New York and So. California chapters.

## GEORGE A. DEVLIN

**Vice-President, National Garages, Inc.**
**Detroit, Michigan**

As a specialist in the economic operation of structures designed for the automobile, Mr. Devlin will bring a long and intensive experience to seminar discussions of Friday morning and afternoon. A native of Michigan and trained as an engineer at Cornell, Mr. Devlin has spent most of his business life in close contact with the design and operation of parking garages. He was associated with the Garage Code authority of NRA in 1933, was an official of Detroit Garages, Inc., from 1934 to 1947; and has enjoyed his present position with National Garages since 1947. He has been a member of the Highway Research Board of the National Research Council and the Traffic and Communications Department of the U. S. Chamber of Commerce.









# Panelists from the South Florida Host Chapter

### IGOR B. POLEVITZKY, F.A.I.A.

A former two-term President of the FAA, chairman of numerous FAA committees and an active proponent of technical design progress, he will act as moderator of the two seminars on the theme of the Convention. Educated at Pennsylvania University, he has been a practicing architect in Miami since 1935, a member of the Institute since 1941, a Fellow of the AIA since 1955. He has intimate knowledge of Florida's problems and has done much to develop cooperative action among architects, engineers and contractors toward the solution of many problems which will concern the Convention's seminars.

### FRANK E. WATSON, A.I.A.

As a panel-member of Friday's seminar meetings, Mr. Watson contributes a wide and varied experience with problems of architectural and economic design dating from 1935. His experience as associate and principal of Miami architectural firms has been varied and broad; and his former association with the Public Buildings Administration and the Air Transport Command has provided a background of problems in design linked closely with automotive transportation. An AIA member since 1947, he has been President of the Host Chapter and a vice-president of the FAA. He is a partner in the Miami firm of Watson & Deutschman.

### HERBERT H. JOHNSON, A.I.A.

Born a Texan, and educated in architecture at Rice Institute, he holds a certificate also in Naval architecture from the University of Michigan. He is a member of the Miami firm of Weed, Russell, Johnson and Associates and has had a long and intensive experience in building design and office management. As a panel member of the Convention's seminar sessions he contributes a background contact with many building types in which the automobile is an important controlling element of design. These include downtown stores, warehouses, housing projects. He is noted for his sound economic approach to the solution of building design problems.

# The Convention's Honored Guests



## LEON CHATELAIN, JR., F.A.I.A.

**President, American Institute of Architects,**
**The Octagon, Washington, D. C.**

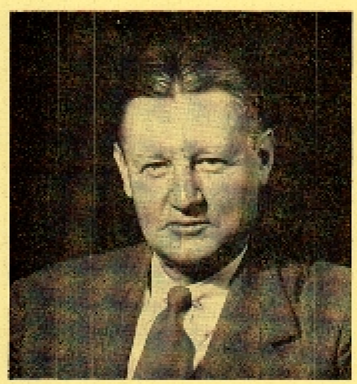
As the AIA's thirty-sixth chief administrative officer, President Chatelain will be one of the honored guests of the FAA's 42nd Annual Convention. He will greet delegates, guests and visitors at the Convention Banquet, Friday evening, November 9, and will comment briefly on current AIA affairs. Elected to his present office from the post of AIA Treasurer at the AIA Convention in Los Angeles last May, President Chatelain has had a long and distinguished record of both civic and professional service. Head of his own architectural firm since 1932, he has been an AIA Corporate member since 1930, and served as president of the Washington-Metropolitan Chapter for two years. His AIA Fellowship dates from 1935.



## HON. WILLIAM A. SHANDS

**32nd District, Florida State Senate,**
**Gainesville, Florida.**

The Convention will be privileged to hear Senator Shands deliver the principal address at the Convention Banquet, November 9th. As one of Florida's senior senators, he has many times demonstrated his keen interest and basic understanding of professional activities. Elected to the State Senate in 1941, with prior service as a Gainesville City Commissioner and a member of the State Road Department, Senator Shands was voted the most valuable member of the Senate in 1949 and has held chairmanships in the important Appropriations and Finance and Taxation Committees. He is a staunch advocate of better school planning and improved educational facilities.



### Edmund R. Purves, F.A.I.A.

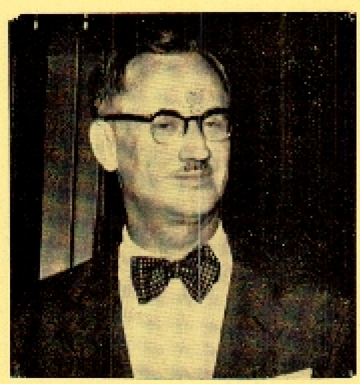
**AIA Executive Director**

Among honored professional guests is the AIA Executive Director whose distinguished record of service to the Institute has been instrumental in raising the profession to its current high level of public acceptance.

### Herbert C. Millkey, A.I.A.

**Director, South Atlantic District**

As an active Institute officer and good friend to Florida architects he is especially welcome at his third FAA Convention after presiding at the Charter-presentation ceremonies for three new FAA Chapters.



# Welcome to Miami and Miami Beach

Welcome to Greater Miami! Your Hosts at the 42nd Annual FAA Convention are members of the Florida South Chapter. From the oldest Corporate to the newest Junior Associate, each Chapter member is glad you could attend the Convention and sincerely hopes you will enjoy your stay and take full advantage of all opportunities for professional profit and personal pleasure which have been planned for you.

These plans have been almost a full year in the making. In January President T. TRIP RUSSELL of Florida South appointed EDWARD G. GRAFTON as General Convention Chairman. Immediately selected were eighteen assistants to assume responsibility in various phases of Convention activity. During the Convention all Convention Committee Members will wear red ribbons on badges.

These are the Committee Members representing your Hosts:

EDWARD G. GRAFTON, *General Chairman;* FRANCIS E. TELESCA, *Assistant Chairman;* ROBERT L. WEED, *Treasurer;* IGOR B. POLEVITZKY, FAIA, *Program;* SAMUEL H. KRUSE, *Publicity;* ALFRED B. PARKER, *Hospitality;* WAYNE F. SESSIONS, *Entertainment;* EDWARD GHEZZI, *Arrangements;* MAX GRUEN, *Transportation;* FRANK H. SHUFLIN, *Products Exhibit;* LEONARD H. GLASSER, *Architectural Exhibit;* JAMES L. DEEN, *Student Exhibit;* IRVIN KORACH, *Exhibition Awards;* and EDWIN T. REEDER, *Architects' Awards.*

Further representing the Florida South Chapter as Hosts to various types of Convention visitors are: T. TRIP RUSSELL, AIA *Chapter Presidents;* ROBERT M. LITTLE, *Honored Guests;* and GEORGE H. FINK, *Civic Officials.*

The Ladies Program is in charge of MRS. HERBERT H. JOHNSON. Registration is being handled through the office of the Executive Secretary of the FAA, ROGER W. SHERMAN.

Although your Host Committee, working closely with the FAA Officers and Board of Directors, has planned a fairly full program for the greater part of the three-day Convention period, you may find time for some sightseeing or recreational jaunts. As an attendant at the Convention you are, of course, privileged to enjoy all the recreational facilities of the Seville Hotel — the TV Room, the comfortable cocktail lounge, the magnificent ocean-side pool, the Seville's private stretch of sandy beach.

If your taste and well-being craves golf or tennis, arrangements can be made for guest cards at local clubs through WAYNE F. SESSIONS in charge.

The ladies, particularly, may wish to visit such worthwhile Miami attractions as the Lowe Art Gallery, in Coral Gables; Vizcaya, Dade County Museum and "A Quick Trip to Europe"; or the new Seaquarium, on Key Biscayne. MRS. HERBERT JOHNSON, MAX GRUEN or WAYNE F. SESSIONS can help you make arrangements.



**Edward G. Grafton, AIA, General Convention Chairman, is a member of the Miami Beach firm of Pancoast, Ferendino, Skeels and Burnham.**



**T. Trip Russell, AIA, President of the Host Chapter, is a principal in the firm of Weed, Russell, Johnson and Associates, of Miami.**





**Chiefly responsible for the outstanding exhibit of quality building products are Frank H. Shuflin, AIA, left, of the Miami firm of Frank H. Shuflin and Associates, and Clinton T. Wetzel, president of the Architectural Bureau of Building Products, Inc., who handled all details of exhibit space sales.**

# Program - 42nd Annual Convention

**THE FLORIDA ASSOCIATION OF ARCHITECTS OF THE AMERICAN INSTITUTE OF ARCHITECTS**

**SEVILLE HOTEL, MIAMI BEACH — NOVEMBER 8, 9, 10, 1956**

## THURSDAY, NOVEMBER 8

9:00 A.M.—Registration starts for Chapter Members, Guests, Students and Exhibitor personnel. Registration desk is located in the Seville Hotel Lobby. Identifying badges will be required for admission to all FAA Business Sessions and other scheduled Convention meetings.

10:00 A.M.—Pre-Convention Meeting of the Joint Cooperative Committee, FAA-AGC-FES, Madrid Room. Clinton Gamble, FAA Co-Chairman, presiding.

12:30 P.M.—Joint Cooperative Committee Luncheon. Visiting architects, wives and contractors are cordially invited. Tickets for the luncheon can be purchased at the Registration Desk and announcement of the luncheon meeting room will be posted in the hotel's bulletin board.

1:00 P.M.—Opening Ceremony—Building Products Exhibit, Alhambra Ballroom. T. Trip Russell, President, Florida South Chapter, AIA, presiding.

2:30 P.M.—First Business Session, Florida Association of Architects, Madrid Room. Clinton Gamble, President, FAA, presiding.
Message from the FAA Board of Directors
Reports of FAA Officers
Reports of FAA Committees

5:00 P.M.—Visit Product Exhibit.

6:30 P.M.—Cocktail Party, Product Exhibit Area, Alhambra Ballroom.

[illegible] P.M.—Buffet Dinner, followed by the Swimmingcades, Hotel Seville Poolside and Cabana Area.

## FRIDAY, NOVEMBER 9

9:00 A.M.—Registration continues, Seville Hotel Lobby.

9:30 A.M.—Second Business Session, Florida Association of Architects, Madrid Room. Clinton Gamble, President FAA, presiding.
Old and New Convention Business.

11:00 A.M.—First Seminar Session, Madrid Room. Igor B. Polevitzky, FAIA, presiding. Panelists: Henry S. Churchill, FAIA, Victor D. Gruen, AIA; George A. Devlin, Frank E. Watson, AIA, Herbert L. Johnson, AIA. Theme: "Designing for the Automobile."

12:30 P.M.—Luncheon Meeting, Alhambra Ballroom. T. Trip Russell, President, Florida South Chapter, AIA, presiding.
Welcome of Convention Attendants.
Introduction of Convention's Honor Guests.
Keynote Address.
Henry S. Churchill, FAIA

2:30 P.M.—Second Seminar Session, Madrid Room. "Designing for the Automobile." Igor B. Polevitzky, FAIA presiding.

5:00 P.M.—Visit Products Exhibit, Alhambra Ballroom.

6:30 P.M.—Cocktail Party, Products Exhibit Area, Alhambra Ballroom. Florida South Chapter, AIA, hosts.

7:30 P.M.—Annual Convention Banquet. Alhambra Ballroom. Clinton Gamble, President, FAA, presiding, and introducing Honored Guests.
Address by Hon. William A. Shands, Florida State Senate.
Presentation of Awards:
For the Building Products Exhibit, Frank H. Shuflin.
For the Architectural Exhibit, Edwin T. Reeder.
For the Student Exhibit, James L. Deen.
Drawing for Product Exhibit Attendance Prize, [illegible]

## SATURDAY, NOVEMBER 10

9:30 A.M.—Final Business Session, Florida Association of Architects, Madrid Room. Clinton Gamble, President, FAA, presiding.
Report of Resolutions Committee.
New Business.
Election of Officers.
Selection of 43rd Convention Site, 1957.

11:00 A.M.—Visit Building Products Exhibit.

12:00 P.M.—[illegible] Check hotel Bulletin board for announcement of possible group meetings.

2:00 P.M.—Building Products Exhibit Closes.

Saturday Hospitality Night. Architects and their wives are cordially invited to be guests of the members of [illegible] Architects of the Florida South Chapter. FAA members will be advised of details at the Registration Desk; and arrangements relative to transportation, etc., will be announced.

## CONVENTION NOTES:

[illegible]

[illegible]

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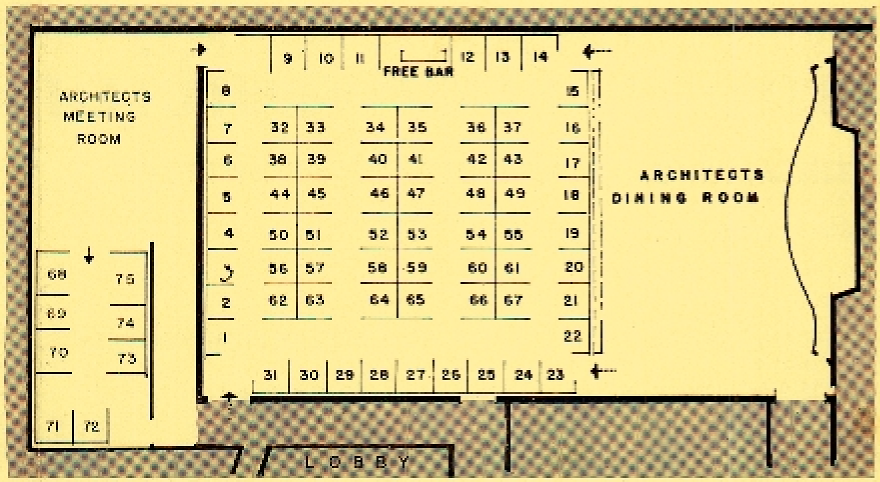
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# Exhibit of Building Products and Materials

**Between areas where architects meet and architects eat is the most comprehensive Product Exhibit ever shown at any FAA Convention. Time spent here will be rewarding on three counts: It will provide a wealth of technical information; it will give opportunity to discuss problems with men who can ease the task of writing proper specifications; and it will prove to be a pleasantly convenient place to greet old friends . . . The Free Bar will be open throughout the Exhibit period and is for the enjoyment of all Conventioneers. . . .**




**1** . . . Owens-Corning Fiberglas Corp.
**2** . . . Stylon of Miami and Stylon of Tampa
**3** . . . Rotolite Distributor
**4** . . . Builders Hardware Co.
**5** . . . Benjamin Moore & Co.
**6** . . . Florida Laboratories
**7** . . . Holcomb & Hoke Mfg. Co.
**8** . . . Florida Power & Light Co.
**9** . . . The Mosaic Tile Company
**10** . . . Modernfold Door Distributors of Florida
**11** . . . Arcadia Metal Products
**12** . . . Joe Farrington, Inc.
**13** . . . Pittsburgh Plate Glass Co.
**14** . . . Dunan Brick Yards
**15** . . . Acousti Corporation of Miami and Acousti Engineering Co. of Florida
**16** . . . Same
**17** . . . Same
**18** . . . Electrend Distributing Co.
**19** . . . Electrend Distributing Co. and Ware Laboratories, Inc.
**20** . . . Ware Laboratories, Inc.
**21** . . . Granco Steel Products Co.
**22** . . . Monostructure, Inc.
**23** . . . The Superior Electric Company
**24** . . . Same
**25** . . . Prestressed Concrete Institute
**26** . . . Florida Concrete Products Assn.
**27** . . . Same
**28** . . . Clarke A. Hogan, Mfg. Rep.
**29** . . . Interstate Marble & Tile Co.
**30** . . . Same
**31** . . . Gate City Sash & Door Co.
**32** . . . Brown & Grist Inc.
**33** . . . The Hayward Equipment Corp.
**34** . . . A. M. Byers Company
**35** . . . Hunter-Douglas Aluminum Corp.
**36** . . . Sistrunk, Inc.
**37** . . . F. Graham Williams Company, Inc.
**38** . . . American Hardware Corp.
**39** . . . The Hayward Equipment Corp.
**40** . . . The Florida General Supply Corp. and General Electric Company
**41** . . . Ludman Corporation
**42** . . . Giffen Industries
**43** . . . Unit-Structures, Inc.
**44** . . . American Hardware Corp.
**45** . . . E. G. Koyl, Mfgrs. Rep.
**46** . . . Cement Enamel of the Caribbean, Inc.
**47** . . . Tropix-Weve Products, Inc.
**48** . . . Levelor-Lorentzen, Inc.
**49** . . . Miami Metal Weatherstrip Co.
**50** . . . Hotpoint Appliance Sales Company
**51** . . . American Coolair Corp.
**52** . . . Lotspeich Flooring Company
**53** . . . Miami Window Corp.
**54** . . . T-Square Miami Blueprint Co.
**55** . . . Porterfield Industries, Inc.
**56** . . . Hotpoint Appliance Sales Company
**57** . . . John J. Nesbitt, Inc.
**58** . . . Lotspeich Flooring Company
**59** . . . Southern Bell Tel. & Tel. Co.
**60** . . . Davis Double Seal Jalousies, Inc.
**61** . . . Morehouse Supply Company
**62** . . . Hotpoint Appliance Sales Company
**63** . . . John J. Nesbitt, Inc.
**64** . . . Glenn D. Robertson Co.
**65** . . . Same
**66** . . . U. S. Plywood Corp.
**67** . . . Glass Doors, Inc.
**68** . . . Lowry Electric Company, Inc.
**69** . . . Jones-Sylar Supply Co., Inc.
**70** . . . Crane Company
**71** . . . Flamingo Wholesale Distributors, Inc.
**72** . . . Rowell-Van Atta Acoustics, Inc.
**73** . . . Miracle Adhesives Corp.
**74** . . . P. O. Moore
**75** . . . Schlage Lock Company

# Constitution and By-Laws

(As revised and approved to March, 1956)

## FOR THE FLORIDA ASSOCIATION OF ARCHITECTS OF THE AMERICAN INSTITUTE OF ARCHITECTS

### ARTICLE I.—NAME OF SOCIETY

#### SECTION 1

**(A)** The NAME of this organization shall be the "FLORIDA ASSOCIATION OF ARCHITECTS OF THE AMERICAN INSTITUTE OF ARCHITECTS," hereinafter referred to as the "Association," which is a non-profit incorporated State organization duly chartered by the American Institute of Architects and the State of Florida.

**(B)** Application of terms. All reference in the Constitution and by-laws to "Association," "board," "committee," "officer," "members," "meeting," or other similar designations shall pertain or refer to the Florida Association of Architects of The American Institute of Architects.

### ARTICLE II.—THE OBJECTS OF THE ASSOCIATION SHALL BE

#### SECTION 1

**(A)** To unite the Architectural profession within the State of Florida to promote and forward the objects of the American Institute of Architects.

**(B)** To stimulate and encourage continual improvement within the profession, cooperate with other professions, promote and participate in the matters of general public welfare, and represent and act for the architectural profession in the State.

**(C)** To promote educational and public relation programs for the advancement of the profession.

### ARTICLE III.—ORGANIZATION

#### SECTION 1

The Association shall be a non-profit organization composed of members of classifications and with qualifications, dues, and privileges as set forth in these Articles.

### ARTICLE IV.—MEMBERSHIP

#### SECTION 1

**(A)** The Association shall consist of all corporate members and all associate members of all Florida Chapters of The American Institute of Architects. Every registered architect in the State of Florida is assigned to the jurisdiction of the Chapter of the American Institute of Architects which covers the area in which he practices or resides.

**(B)** A corporate member shall be defined for use throughout this document to be a bonafide member in good standing of the American Institute of Architects. A corporate member shall have all of the rights, privileges and obligations embodied in full membership including the right to vote, hold office and represent the Association as a delegate or otherwise.

An Associate member shall be defined for use throughout this Constitution and By-Laws as any other classification of Chapter membership recognized by the Institute, including Unassigned Corporate members, members Emeritus, Associates, and Junior Associates.

Student Associates shall consist of under graduate and graduate students in Architecture in Colleges and Schools of Architecture in the State of Florida who are members of a Student Chapter of the American Institute of Architects.

**(C)** The Association may sponsor Student Associate Branches in Colleges and Schools of Architecture in the State of Florida as may be recognized by the Association.

Student Associate Branches may function under the sponsorship of Chapters or under the direct sponsorship of the Association. When they function under Chapters, their relationship to the Association shall be through the sponsoring Chapter. When they function directly under the Association, their relationship shall be directly with the Board of Directors of the Association who shall be authorized to approve the Constitution and By-Laws under which the Student Associate Branch operates.

#### SECTION 2

Corporate and Associate members of the Chapters in North Florida shall constitute the North Florida District of the Association, those in Central Florida shall constitute the Central Florida District, and those in South Florida shall constitute the South Florida District Student members of the Student Chapters shall constitute the Student District of the Association.

The Districts shall include the counties in the State of Florida as follows:

**North Florida District:** Escambia, Santa Rosa, Okaloosa, Walton, Holmes, Washington, Bay, Jackson, Calhoun, Gulf, Franklin, Liberty, Gadsden, Leon, Wakulla, Jefferson, Madison, Taylor, Hamilton, Suwannee, Lafayette, Dixie, Columbia, Gilchrist, Levy, Baker, Union, Bradford, Alachua, Marion, Putnam, Clay, Duval, Nassau, St. Johns, and Flagler.

**Central Florida District:** Citrus, Hernando, Pasco, Pinellas, Hillsboro, Manatee, Sarasota, Sumter, Polk, Hardee, DeSoto, Highlands, Lake, Volusia, Seminole, Orange, Osceola, Brevard.

**South Florida District:** Indian River, Okeechobee, St. Lucie, Martin, Glades, Hendry, Palm Beach, Broward, Dade, Monroe, Collier, Lee, Charlotte.

#### SECTION 3

Each year the Association shall promote Corporate or Associate membership in The American Institute of Architects for all Registered Architects in Florida who are not then Corporate or Associate Members. Applications, as received, shall be referred for action to the respective Chapter to which the applicant would be assigned.

#### SECTION 4

HONORARY MEMBERSHIP: Any person of good character who is in sympathy with the objects of this Association and who has rendered meritorious service to it or the profession of architecture or its allied arts, shall be eligible for Honorary Membership, without the right to vote.

#### SECTION 5

The Secretary of each Florida Chapter of the American Institute of Architects shall file with the Secretary of the Association the names of all corporate members and associate members in good standing at the beginning of each year and shall keep said list up-to-date at all times. The Association shall issue to all persons, who have been thus certified, cards indicating their membership in the Association.

#### SECTION 6

The grant to and the exercise and use by a member of each and every right and privilege granted by the Constitution and By-Laws shall be conditioned upon the professional conduct and by payment of Association and Chapter dues of the member in his Chapter.

## ARTICLE V.—OFFICERS OF THE ASSOCIATION

### SECTION 1

**(A)** The Officers of the Association shall be a President; Vice-Presidents, one from each District; a Secretary and a Treasurer. The immediate Past President automatically becomes a member of the Board of Directors, which is not an elective office. All elective officers shall be corporate members of the Institute.

**(B)** All Officers with the exception of the Vice-Presidents shall be elected for terms of one year. No officer shall be eligible for re-election to succeed himself more than once, except the Secretary or Treasurer, who may not hold office longer than two consecutive years, unless so voted by a two-thirds ballot vote at the annual Convention.

**(C)** Beginning in 1955, one Vice-President shall be elected for a term of one year, one for a term of two years, and one for a term of three years. Thereafter, one Vice-President shall be elected each year for a term of three years.

**(D)** Only such members as have been officers or members of the Board for at least one year shall be eligible for the office of President.

**(E)** Any and all officers shall hold office until their successors have been elected and qualified. If a vacancy occurs in any office of the Association, other than the expiration of the term of office, then such vacancy shall be filled for the unexpired term by the Board of Directors.

**(F)** Officers of the Association shall take office at the beginning of the fiscal year.

### SECTION 2

The President shall preside at all meetings of the Association and of the Board, shall exercise general supervision of its affairs, and shall perform all the usual duties that are required to be performed by him by law and by the Constitution and By-Laws, incidental to his office.

### SECTION 3

Under the direction of the President, each Vice-President shall exercise general supervision of the affairs of his District. The Vice-Presidents in their order of election shall, in the absence of the President, preside and perform all the duties imposed upon the President.

### SECTION 4—THE SECRETARY

**(A)** The Secretary shall be an administrative officer of this Association. He shall act as its recording and its corresponding secretary and as secretary of meetings of this Association and of the Board of Directors. He shall have custody of and shall safeguard and keep in good order all property of this Association, except such thereof that is placed under the charge of the Treasurer. He shall issue all notices of this Association, keep its membership rolls, have charge and exercise general supervision of the Offices and employees of this Association, sign all instruments and matters that require the attest or approval of this Association, except as otherwise provided in this Constitution; keep its seal, and affix it on such instruments as require it, prepare the reports of the Board of Directors and this Association, in collaboration with the President, have charge of all matters pertaining to the meetings of this Association and perform all duties usual and incidental to his office.

**(B)** The Secretary may delegate to an assistant secretary or other assistant employed by this Association the actual performance of any or all of his duties as recording or as corresponding secretary, but he shall not delegate his responsibility for the property of this Association, or the affixing of the seal of this Association, or the making of any attestation or certification required to be given by him, or the signing of any document requiring his signature.

### SECTION 5—THE TREASURER

**(A)** The Treasurer shall be an administrative officer of this Association. He shall have charge and shall exercise general supervision of its financial affairs and keep the records and books of account thereof. He shall prepare the budgets, collect amounts due this Association, and receipt for and have the custody of its funds and monies and make all disbursements thereof. He shall have custody of its securities and of its instruments and papers involving finances and financial commitments. He shall conduct the correspondence relating to his office and perform all duties usual and incidental to his office.

**(B)** The Treasurer shall make a written report to each annual meeting of this Association and a written report at each meeting of the Board of Directors. Each of said reports shall set forth the financial condition of this Association, the state of its budget and appropriations at the date of the report, and its income and expenditures for the period of the report, and the treasurer's recommendations on matters relating to the finances and general welfare of this Association.

**(C)** The Treasurer shall not authorize any person to sign any order, statement, agreement, check or other financial instrument of this Association that requires his signature, unless such delegation is expressly permitted in this Constitution.

**(D)** When a new treasurer takes office the retiring treasurer shall turn over to his successor a copy of the closing financial statement and audit of the treasury, all the records and books of account, and all monies, securities, and other valuable items and papers belonging to this Association that are in his custody and possession. The incoming treasurer shall check the same, and if found correct, shall give to the retiring treasurer his receipt therefor and a complete release of the retiring treasurer from any liability thereafter with respect thereto.

**(E)** The Treasurer, personally, shall not be liable for any loss of money or funds of this Association or for any decrease in the capital, surplus, income or reserve of any fund or account resulting from any of his acts performed in good faith in conducting the usual business of his office.

## ARTICLE VI.—BOARD OF DIRECTORS

### SECTION 1—MEMBERSHIP OF BOARD OF DIRECTORS

**(A)** The membership of the Board of Directors shall consist of the same officers, with the same terms of office, as of the Association, the immediate past President of the Association, and one or more Directors elected from each Florida Chapter of the American Institute of Architects as provided in these articles. Directors shall be Corporate Members of The American Institute of Architects.

**B)** Each Florida Chapter having up to 19 Institute Members, as listed in the current Membership Directory of the Institute, shall have one Director. Each Florida Chapter having from 20 to 59 Institute Members so listed shall have two Directors. And each Florida Chapter having 60 or more Institute members so listed shall have three Directors.

**(C)** The University of Florida Student Chapter shall be represented on the Board by a Student Representative whose duty it shall be to maintain liaison between the Association and the Student Chapter.

### SECTION 2—AUTHORITY OF THE BOARD

The Board shall be vested with the authority to manage, direct, control, conduct and administer the property, affairs and business of the Association, and in the interim between Annual Conventions, within the appropriations made therefor, put into effect all general policies, directions and instructions adopted at a meeting of the Association, to issue and mail such bulletins and publications to its members and others as it deems expedient, and shall establish and adopt rules and regulations, supplementing but not in conflict with this Constitution and these By-Laws, to govern the use of the property, name, initials, symbol and insignia of the Association, to govern the affairs and business of the Association. Each director (and alternate director

in the absence of the director) shall convey to the Chapter which he represents all decisions and actions of the Board and shall convey to the Board the actions and requests of the Chapter he represents.

### SECTION 3—VACANCIES ON THE BOARD

Vacancy of a Director on the Board shall be filled by the Chapter so affected.

### SECTION 4

(A) Regular meeting of the Board: The Board shall hold at least four regular meetings each year and shall fix the time and place of its meetings. One meeting shall be held immediately prior to the opening of the Annual Convention of the Association and one meeting within thirty days after the beginning of the fiscal year following the adjournment of said convention. Ten members of the Board shall constitute a quorum, and all decisions shall be rendered by concurring vote of not less than the majority of its total membership present, unless otherwise required by this constitution and these By-Laws.

(B) Special Meetings of the Board: A Special Meeting of the Board may be called by the President, or on the written request of a majority of the Officers of the Association, or of six members of the Board, at time and place so designated by Party or Parties who called the meeting.

(C) Notices and Minutes: A notice of each meeting of the Board shall be sent in writing by the Secretary to each member of the Board not less than five days before the date fixed for the meeting. Minutes of the meetings of the Board shall be recorded by the Secretary and approved by the Board in its succeeding meeting.

## ARTICLE VII.—COMMITTEES

### SECTION 1

(A) The President, at least thirty (30) days before the annual Convention, shall appoint a Nominating Committee, composed of a Chairman and a member from each District, whose duty is shall be to nominate members qualified to hold office in the Association for each of the Offices about to be vacated.

(B) In addition to the Nominations presented by the Nominating Committee, other Nominations for any or all of the offices about to become vacant may be made from the floor in the Convention. Elections may proceed by acclamation or ballot at the will of the Convention.

### SECTION 2

The President shall appoint qualified members to the yearly Standing Committees created by the Association or the Board, whose duties and term of office shall have been fixed when the Committee was created.

### SECTION 3

Special Committees may be appointed at any time for any specific purpose by the President, whose duties shall be determined at the time of the creation of the committee. Such committees shall not be established for longer than the term of office of the President appointing the Committee.

### SECTION 4

(A) Committees shall act in an advisory capacity with the right to request and receive all information in possession of the Association and all records necessary to discharge the duties imposed upon them.

(B) Notification: The Secretary shall notify the Chairman and/or the members of the various committees of their committee assignments, and furnish them the names and addresses of all members thereof.

(C) The President shall be ex-officio a member of all committees, and the secretary may act as secretary for the committee if so selected by the committee. The majority of members of the committee shall constitute a quorum. Committees shall report their findings, recommendations and actions to the body which created it. Decisions, recommendations and other actions of the Committee shall be made in accordance with the concurring vote of the majority of members present or by a majority vote of a letter ballot.

(D) Appropriations: The chairman of any committee requiring appropriations shall submit written request to the Board for the amount required and the reasons thereof, and if granted, file with the final report of the Committee a detailed statement of all monies, if any expended.

## ARTICLE VIII.—FINANCIAL

### SECTION 1—FISCAL YEAR

The Fiscal Year of the Association shall begin on the first day of January and end on the thirty-first day of December of the same calendar year.

### SECTION 2—COLLECTION OF DUES

The Treasurer of each Chapter shall collect annually from each corporate member and associate member assigned to that chapter, and shall remit promptly to the Treasurer of the Association, an amount for the succeeding year, to be determined by the Association at its Annual Convention which shall be contributed by each such member and shall be equal to the prorata share required to defray all of the current expense of every kind of the Association.

### SECTION 3—CONTRIBUTIONS

The Board, at any regular meeting, by a concurring vote of two-thirds of the members present, or at any special meeting called therefor, may authorize the raising of, and thereupon raise, money by voluntary contribution from its members, in addition to annual dues, for any designated special purpose consistent with the objectives of the Association, and prescribe the manner in which such contributions shall be collected. Non-payment of contributions shall not abridge, suspend or terminate the privileges and rights of any member.

### SECTION 4—DEPOSITS AND WITHDRAWALS OF MONEY AND SECURITIES

(A) Depositories. The Treasurer shall deposit all monies of this Association in the name of this Association, when, as, and in the original form received by him, in one or more depositories designated by the Board of Directors.

(B) Disbursements. Every disbursement of money of this Association, except from the petty cash, shall be by check of this Association, signed by the Treasurer and countersigned by another officer designated by the Board of Directors.

(C) Petty Cash Accounts. The Treasurer shall establish petty cash accounts as authorized by the Board which may be disbursed for the usual petty cash purposes by the person designated in said authorization of the Board. No such petty cash account shall exceed $25.00 at any time and statements of the petty cash expenditures shall be duly recorded by said persons and the expenditures approved by the Treasurer before the cash is replenished.

### SECTION 5—ANNUAL BUDGET

(A) Adoption: The Board shall adopt an annual budget, by the concurring vote of not less than two-thirds of its membership present, showing in detail the anticipated income and expenditures of the Association for the fiscal year.

(B) Expenditures: Every expense and financial liability of the Association and every expenditure of money of the Association shall be evidenced by a voucher or other appropriate instrument signed by the person or persons properly authorized to incur the expense, liability or expenditure, except a petty cash item as per paragraph (c) of Section 4, Article VIII.

(C) Limitations: Unless authorized and directed to do so at an annual Convention or Special Meeting of the Association, the Board shall not adopt any budget, make any appropriations, or authorize any expenditures or in any way obligate or incur obligation for the Association, which, in the aggregate of any fiscal year, exceeds the estimated net income of the Association for such year.

### SECTION 6—AUDITS

The Board shall authorize the Treasurer to employ a Certified Public Accountant to audit the books and

accounts of the Treasurer for report at the annual Convention.

## ARTICLE IX.—MEETINGS OF THE ASSOCIATION

### SECTION 1—ANNUAL MEETINGS

**(A)** Time of Meeting: The Association shall hold an Annual Meeting, herein called the Annual Convention; the time and place shall be fixed by the Board of Directors if not fixed by the preceding Annual Convention.

**(B)** Reports: The President, the Secretary and the Treasurer of the Association shall each make an annual report in writing to the Annual Convention.

**(C)** Election of Officers: New Officers for the ensuing year shall be elected to succeed those whose terms of office are about to expire.

### SECTION 2—SPECIAL MEETINGS

A Special Meeting of the Association shall be held if a call therefor, stating its purpose, is voted by a meeting of the Association or is voted by the Board upon the concurring vote of two-thirds of the Board, or is voted by not less than one-half of the Florida Chapters upon the concurring votes of two-thirds of the entire membership of each of the respective governing boards thereof, or by a written petition to the Board, signed by not less than twenty-five percent of the total number of members in good standing of the Association.

### SECTION 3—NOTICE OF MEETINGS

Notice of an Annual or Special Meeting of the Association shall be served on each member and Chapter of the Association, by letter or in official publication of the Association, stating time and place of meeting thereof. Notice of the Annual Convention shall be served not less than thirty days before the opening session, and in the case of Special Meetings, not less than fifteen (15) days before such meetings.

### SECTION 4—VOTES

A concurring vote of the majority of the members qualified to cast a vote or a ballot shall decide the question unless otherwise required by this constitution. A vote by ballot not being requested the voting shall proceed accordingly. NOTE: Only corporate members may vote on Institute matters in accordance with Institute Constitution and By-Laws.

### SECTION 5—PROXIES AND LETTER BALLOTS

**(A)** Proxies: There shall be no voting by proxy at a meeting of this Association.

**(B)** Letter Ballots: No vote of the membership shall be taken by letter ballot.

### SECTION 6—DELEGATES TO AMERICAN INSTITUTE OF ARCHITECTS CONVENTION

The Association shall have delegate representation at Annual American Institute of Architects Convention in accordance with American Institute of Architects By-Laws relating to State organizations.

## ARTICLE X.—AMENDMENTS

### SECTION 1—AMENDMENTS BY MEETINGS OF THE ASSOCIATION

**(A)** This Constitution and its By-Laws may be amended at any meeting of this Association, provided that a notice stating the purpose of each proposed amendment and the reason therefor and a copy of the proposed amendment is sent to every member and associate not less than thirty (30) days prior to the date of the meeting at which the proposed amendment is to be voted on.

**(B)** It shall require a roll call concurring vote of not less than two-thirds of the total number of corporate members present at a meeting of this Association to amend this Constitution or its By-Laws relating to matters of Institute affairs.

**(C)** It shall require a roll call concurring vote of not less than two-thirds of the total number of members present at a meeting of this Association to amend this Constitution or its By-Laws on matters that do not relate to Institute affairs.

**(D)** Every resolution of this Association amending this Constitution or its By-Laws shall state that the amendment will become effective only if and when it is approved by the Institute. Immediately following the adoption of such a resolution, the Secretary shall submit a copy of the amendment and the adopting resolution to the Secretary of the Institute for such approval. Upon receipt of said approval the amendment shall become effective and the Secretary shall enter the amendment and the approval at the proper place in this Constitution or its By-Laws, with the date of the amendment and approval.

### SECTION 2—AMENDMENTS BY THE INSTITUTE

The Institute Board, unless the statutes forbid, may amend any provision of this Constitution or its By-Laws that the Association fails to amend after due notice so to do from the Institute. Each amendment made by said Board shall have the same force and effect as if made by this Association in the manner hereinabove provided, and shall be effective immediately on receipt of the notice of the Secretary of The Institute containing the amendment, and the Secretary shall enter the amendment at the proper place in this Constitution, with the date it was made.

### SECTION 3—TITLE AND NUMBERING

From time to time and without further action of the Association, the Secretary may rearrange, retitle, renumber or correct obvious errors in the various articles, sections and paragraphs of the Constitution and By-Laws as becomes necessary.

## BY-LAWS

### (1) AMENDMENTS

These By-Laws may be amended in the same manner as the Constitution.

### (2) SUSPENSION OF BY-LAWS

These By-Laws may be suspended at any meeting, for the transaction of any special business by a two-thirds vote of the members present. When the special business has been disposed of, the By-Laws shall immediately be in force again.

### (3) RESPONSIBILITY

The Association shall not be responsible for any vote or statement of its officers or members nor be pledged or bound in any manner except by the approval of the Board, in conformity with the Constitution and By-Laws.

### (4) MEETING NOTICES

Date, Time and Place of all meetings shall be stated in the notice therefor.

### (5) RULES OF ORDER

All meetings shall be conducted in accordance with Robert's Rules of Order.

### (6) RETIRED MEMBERS

A member who ceases to practice architecture as a gainful occupation and further ceases all other gainful occupation shall be eligible for "Retired Membership."

### (7) OTHER TYPES OF MEMBERSHIPS

Other types of memberships may be created as the necessity arises in accordance with American Institute of Architects chapter By-Laws.

### (8) ELECTION OF OFFICERS

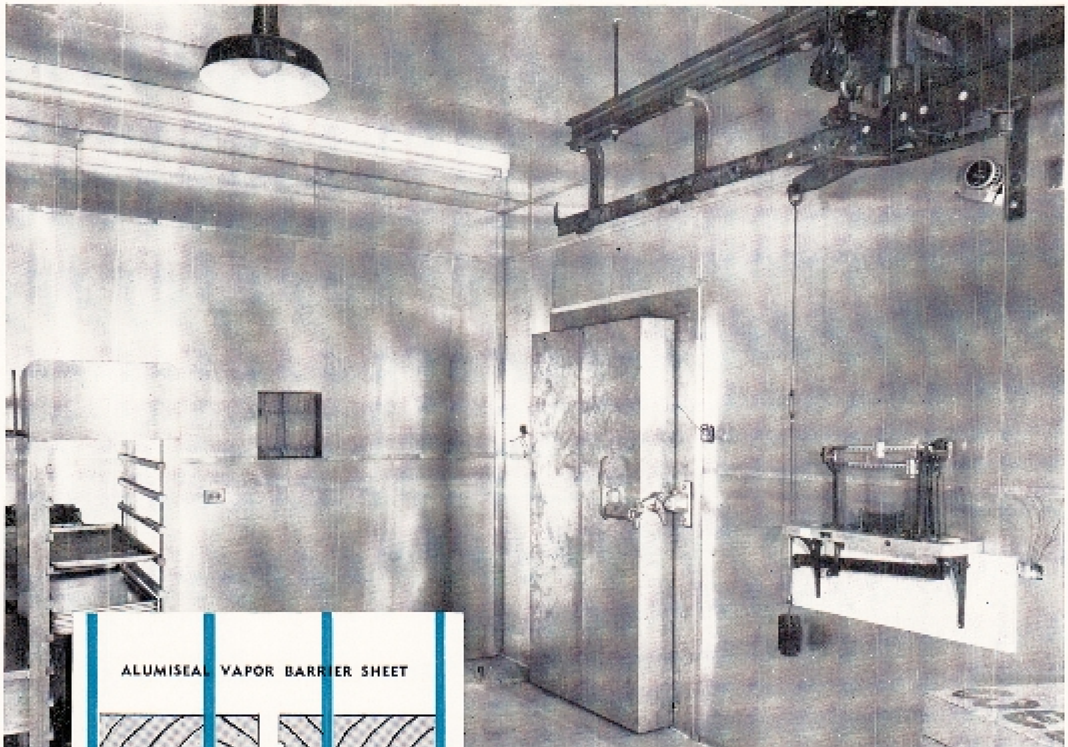
**(A)** Officers shall be elected at the annual meeting of the Association by a majority vote of the Corporate members present at said meeting.

**(B)** The Vice-Presidents, one from each district, shall be designated as First, Second, and Third Vice-Presidents by ballot at the Annual Meeting.

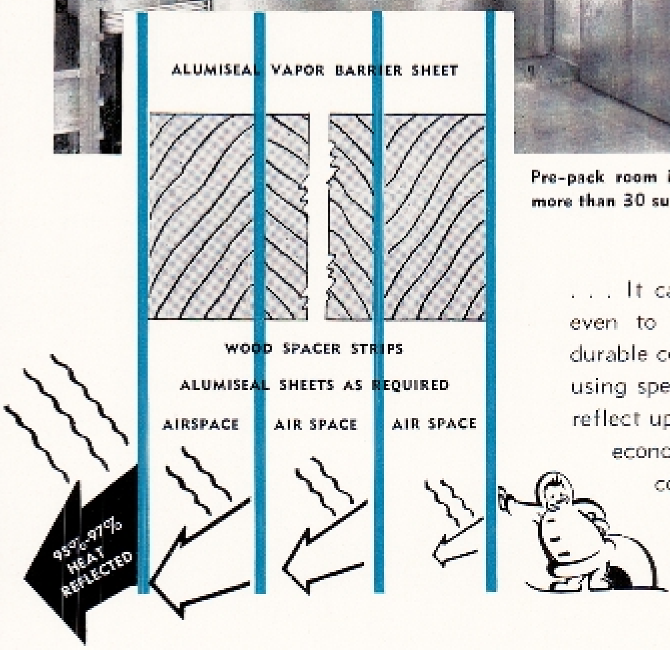
**(C)** The Directors, one or more from each corporate Chapter as provided in Article VI, shall be elected by each Chapter at its Annual Meeting. An Alternate Director, one for each Director, shall be elected by each Chapter at its Annual Meeting to function for the Director in case of his inability to serve.

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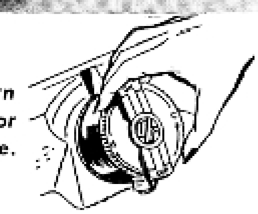
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# Building Codes

By JOSEPH M. SHIFALO

The following is a report of our committee's activities for the year; and, as you can see, some areas have been quite active in code revisions, while others have not. The report is broken down into Chapter areas in order to let you see more clearly the picture in the separate areas, rather than the State as a whole.

*Palm Beach Area:* This area began a concerted effort last year to have the Southern Standard Code with numerous revisions adopted for all unincorporated areas. It is my understanding that this has been accomplished to a degree but not completely. Lake Worth has adopted the Code as revised and Palm Beach County is in the process of setting up County Zoning with their own Building Department.

*Daytona Beach Chapter:* Mr. Craig Gehlert, our committee member from the area, reports that after many revisions of the Southern Standard Code it has been adopted. An effort is being made by the Chapter members to serve on County committees in order to influence their thinking so that the new revisions are adopted. County zoning in this area is almost assured.

*Florida North Chapter:* Mr. Myrl Hanes reports that the Southern Standard Building Code has been adopted. Architects, City Manager and others served on the committee to bring this about.

*Florida North Central Chapter:* I have received no report from this area.

*Florida South Chapter:* Mr. Ed Grafton reports that the County Zoning Department has adopted the Southern Standard Code with the revisions that were worked out for the City of Miami. This area has been the most active in trying to establish a uniform code for the South area of the State.

*Florida Central Chapter:* Mr. Robert Levison reports that the area as a whole has more or less adopted the Southern Standard Code with revisions as worked out for each area.

*Mid-Florida Chapter:* The Southern Standard Code has been adopted for Orlando and Winter Park, but with numerous revisions. The County Zoning law has gone into effect and their Building Department has adopted the same code. The County Building Inspector has rendered very good service in insisting on the strict adherence to the code.

*Broward County Chapter:* No report.

JOSEPH M. SHIFALO, Chairman

# Student Associate Chapter-FAA-AIA

By ALAN GREEN and ROY HENDERSON

Since the convention last fall at Daytona Beach, the Chapter has enjoyed a very full year. With an increasing interest on the part of the students in the AIA, we found ourselves with a growing membership, new and broader activities and responsibilities, and last, but by no means least, new financial problems. Under the able leadership of our officers, President BILL HUNTER, Vice-President RICK DAVIDSON, Secretary ALAN GREEN and Treasurer B. T. JONES, we moved through the year with vigor.

The convention, as usual, proved most interesting and beneficial to the large student delegation attending. A student exhibit of work done here at the College created much interest and we in turn were highly impressed by the speakers, forums and professional exhibits. Needless to say, the friendly atmosphere and fellowship extended to us by the members of FAA and their associates were greatly enjoyed and appreciated by our group.

By late fall plans for the Spring Home Show had begun to formulate. The dates of April 26, 27 and 28 were selected and the problem of procuring the stadium was tackled. Through the help of several FAA members, we were able to persuade the Athletic Department to permit us to use the stadium concourse for the construction projects. Committees were selected and exhibitions, speakers and lecturers were contacted. The program for the Home Show House Competition was proposed and possible methods of construction were investigated.

By now, the series of guest speakers had begun to arrive. Through the arrangements of SANFORD W. GOIN, FAIA, and CLINTON GAMBLE, AIA, we were able to welcome a number of prominent FAA members who presented a vast amount of information on widely diversified subjects about which they were highly informed through long experience. Among them were: EDWIN T. REEDER, CLINTON GAMBLE, RUSSELL T. PANCOAST, FORREST M. KELLY, JR., JOHN STETSON, WILLIAM D. KEMP and ARCHIE G. PARISH. The series lasted well into the spring.

Most functions of the second semester centered around preparing for the Home Show and its related events. By the time President Reitz arrived Friday morning, the 27th of April, to cut the opening board, the show was ready for the crowd of people that went through it in the next three days. The center of interest was, of course, the House, built and furnished complete with patio landscaping and a 1956 model automobile in the carport from the plans of the winning design by Miss ELLEN POFFENBARGER.

The concourse of the stadium containing the House was filled with work of students from all parts of the college, professional displays and manufacturers' exhibits arranged in booths. Many of these booths were designed by students under contract to the commercial exhibitors. Included for the first time was a booth showing the work of the members of the Florida North Chapter, FAA.

*(Continued on Page 43)*

## Student Chapter . . .

*(Continued from Page 41)*

a trend which we would very much like to broaden this coming year to include as many of the other FAA Chapters as possible.

Much of the material, furniture, accessories and fixtures for the House were donated or loaned by various local businesses for which they received due credit and appreciation.

The Student Exhibits were judged by a panel consisting of HARWELL H. HARRIS, SANFORD W. GOIN, ARTHUR L. CAMPBELL, DAVE E. REAVES and a recent alumnus BOB HALL. From them came many compliments on the range and quality of the student work.

Held during the same week and in conjunction with the Home Show were several other events. A Coffee Hour to honor exhibitors and guests was held Friday; the Annual College Awards Luncheon was held on Saturday; a Fashion Show was presented by the Department of Costume Design with the Home Show House as a background later Saturday afternoon and all relaxed to the festivities of the Annual Beaux Arts Ball that night to the theme of "Re-incarnation."

Of special interest was the Awards Luncheon with guest speaker HARWELL HAMILTON HARRIS AIA. Many awards such as the G. E. Kitchen Competition, Southern Brick and Tile Competition, the FAA Scholarship Award, The Alpha Gamma Rho Medal and the Home Show House Competition as well as the Student Exhibits Award and other commendations were given following the luncheon. The Home Show week-end came to an end with the dismantling of the house and the cleaning up of the stadium Monday.

The Student Contractors and Builders Association and the Student Chapter AIA became better acquainted in the spring through the medium of a "beer-ball game." Fun for all, including the winning of the game by the Architectural team of Faculty and Students highlighted this event.

The final meeting of the semester was concerned with final reports of the Home Show and the election of officers. The reports showed us breaking even financially and the elections resulted in: President, RANDY WEDDING; Vice President, ALAN GREEN; Secretary, ROY HENDERSON; Treasurer, CARROLL PEACOCK, and Co-ordinator, BOB DENYSE. Plans were immediately presented for a bigger and better Home Show with new accents and ideas. Already we are starting publicity by showing movies of last year's show and the design competition has been planned with a program written.

The Student Chapter is co-ordinating activity with the new administration of the College in the planning and carrying out of functions common to both. With the future ahead, we see our AIA Student Chapter growing and developing with the College as it becomes a leader in the architectural education of the country.

ALAN GREEN, Vice-President
ROY HENDERSON, Secretary

# Board of Trustees

## FAA Loan Fund

### By JOHN L. R. GRAND

In discharge of our duty as Trustees of the Florida Association of Architects Loan Fund at the University of Florida we submit this our annual report of activities and status of the Fund.

Attached is a detailed account of the status of the Fund. These detailed figures must be studied in their tabular form to be understood and no attempt will be made to read them to the Convention. We invite all interested members to consult copies which have been made available to the Officers and Members of the Board

As was noted last year, the book value of the fund now stands at just over a thousand dollars which is twice the original sum deposited by the Association 30 years ago. Interest accretions are now somewhat reduced as a result of the policy of allocating 10% of interest collections to the Loan Collection Fund. A recommendation has been made that the announcement of the FAA Loan Fund in the University catalog be changed to show a value of $1,000.00.

The FAA Loan Fund has not been as active recently as might be desired. This, we believe, can be traced in part to new opportunities made available in the form of scholarship grants by this Association and other friends of the College, and to the fact that the fund is somewhat less attractive due to higher interest rate than some other funds available at the University.

Your Board recommends that the interest rate be lowered from 5% to 4% and that the interest be changed from the date of the note for long term loans extending beyond graduation, and that short term loans be made from the fund in accordance with regular University policy.

The Committee regrets to report that for the first time in 30 years a beneficiary of the fund and an alumnus of the University, JOSEPH C. BORIS, has refused to pay his loan; and the University, upon the recommendation of the Board of Trustees, has instituted suit against him. Over a period of two years your Board had made every effort to persuade Mr. Boris to repay his debt before making this recommendation.

JOHN L. R. GRAND, Chairman

# Public Relations

### By FRED. W. KESSLER

The Committee is obtaining for the Legal Aid Committee the names of Senators and Representatives and their districts in the state of Florida. This list is, however, rather obsolete for November publication, due to

*(Continued on Page 46)*

(ADVERTISEMENT)

## Vapor Barrier Is Vital To Protect Insulation

The importance of providing an adequate vapor-barrier in maintaining the effectiveness of insulation membranes is often underestimated. In most cases where the temperature variation is acute—or where operating conditions require an almost complete absence of atmospheric moisture—prevention of water-vapor passage is as important as the insulation itself.

But before the perfection of coating compounds to provide a surface seal not subject to attack and eventual breakdown by acids, alkalies and other corrosive agents, provision of a satisfactory barrier to water-vapor was difficult to achieve. Thus, in many cases insulation constructions—which, in themselves have been adequate to meet temperature-range conditions—have failed functionally due to penetration of water vapor.

One result has been the presence of high percentages of humidity, with the attendant development of more or less highly corrosive atmospheres within the insulated areas. Another resulting condition has been the ultimate destruction of insulating values in membranes susceptible to saturation through progressive condensation of water-vapor inside the membrane.

To prevent such conditions, surfaces of insulating membranes must present a barrier impenetrable by water-vapor. This means that the surface must be completely sealed—air-tight as well as "water-tight." Water-vapor is gaseous and can move and penetrate as a gas. Few materials will stop the force of its movement; but tests of Insul-Mastic by Armour Research Foundation have proved its remarkable ability to do so.

The stabilizing ingredient of this product is a series of hydrocarbons so saturated that it has little capacity to absorb and react with other elements. Thus it is practically inert and can rarely be broken down by corrosive agents. The moisture-vapor transmission rate of Insul-Mastic is only .01 grams per 100 square inches per 24 hours per 1/8-inch thickness. Thus it is one of the best known agents to inhibit penetration of water-vapor through any type of surface and under all conditions of use.

## Public Relations

*(Continued from Page 44)*

the fact that there will be an election in November and many on this list may no longer be holding office.

The committee has made preliminary negotiations with the Palm Beach County school authorities to have copies of the Teacher's Manual "At Home with Architecture", included in the school curriculum. This manual is designed for use in schools to familiarize students and school authorities with the work and value of Architects and Architecture. It is hoped that this program will be made state wide. This literature is furnished, free of cost, from the Octagon.

FREDERICK W. KESSLER, Chairman
HERBERT R. SAVAGE
ROBERT B. MURPHY
ELLIOTT B. HADLEY
F. TREADWAY EDSON
ROY M. POOLEY, JR.
JOSEPH A. WILKES
WILLIAM P. GREENING

# From -- The Executive Secretary's Desk

The first ten months of the FAA's currently organized operation have shown undeniable progress toward what the Board of Directors and the Executive Secretary both recognized as desirable when the office was established at the Board's January, 1956, meeting. It has necessarily been an introductory year. The office is new. The FAA's program is expanding as Chapter memberships increase and as professional problems become more numerous and complex.

But, in spite of limited means, physical facilities and personnel, concrete results have been achieved which indicate a near-future situation that every FAA member can contemplate with satisfaction. Office activities have been conducted chiefly along two general lines of planned effort. One has been concerned with the growing need for improving overall relationships—public, professional and inter-industry. The other involves the publishing enterprise represented by *The Florida Architect*.

As to the first, a chief effort has been to widen representative FAA contacts both within and without the general field of Florida construction activity. We have strengthened our association with such groups as the general contractors, the engineers, several of the various trade associations. We have brought our activities and interests to the attention of various civic groups, to newspapers, to legislators and to the significant segments of administrative groups at both county and state levels.

Among the FAA member-chapters, as wide and constant a contact as possible has been maintained throughout the State. This especially, has been

*(Continued on Page 47)*

valuable; for by such means has developed clarification of many matters and situations which have important bearing on service requirements, scope of function, operating procedures and working facilities of the Executive Secretary's office.

Relative to *The Florida Architect*, a detailed interim report of its operation and current status has been given the Board of Directors through the Publication Committee. In general the magazine is filling a need for a professional publication with statewide distribution that has, apparently, long been evident to readers and advertisers alike. Acceptance of publishing policies by both has been sufficient to permit a slow, but apparently sound, growth during the year.

However, the publication's full potential value has by no means yet been realized. It can, and will, be of increasingly valuable service to Florida's architectural profession as more members take advantage of its editorial columns to contribute material on all phases of professional or technical activity. Thus its value as a medium for the advertising of materials, products and services which are specifiable by architects will increase accordingly. Plans are now being made to stimulate progress along both editorial and advertising fronts. It is therefor safe to predict a continued progress for *The Florida Architect* — provided, of course, that support of the publication remains at least as strong as in the immediate past.

During the past year opportunity has been afforded to check with Executive Secretary offices of other State architectural organizations. Professional problems in Florida are surprisingly similar in character to those in other states. But elsewhere operating budgets and office staffs are both up to five times that of the FAA, though in some instances the responsibilities of the offices are substantially less.

So, in the near future — probably before this same time next year — the office of the Executive Secretary and the FAA Board of Directors will need to find solutions to several problems that will shortly become of pressing practical importance. These will concern the policies, scope and economies of this office's operation.

ROGER W. SHERMAN

# News & Notes

## Florida Central

The Ft. Harrison Hotel at Clearwater was the site of the third quarterly meeting attended by a record percentage of the Central Chapter's membership. More than 80 were registered for dinner; and most had attended the cocktail party, business meeting and seminar discussion of soils and foundation problems which preceded dinner. Affirmative action was recorded on these matters:

1. Action to incorporate the Chapter will proceed as soon as possible.

2. Dues may be raised $2.00 per year to provide more working capital for the Chapter. Also approved in principle was a proposal to assess members $10 for a public relations fund for next year's Centennial Observance program. After due notice the Chapter will vote on these proposals at its next meeting.

3. Meeting dates will be changed to fall on the 2nd Saturday of February, April, June and December, with the annual meeting in October.

Passed also were a number of minor proposals requiring by-law changes, all designed to provide greater flexibility in Chapter operation toward the end of stimulating interest and action in Chapter programs and affairs. Most of these recommendations had already been considered by the membership in a questionnaire developed by Vice-President A. Wynn Howell and Thomas V. Talley, to which a whopping 74 percent response was recorded.

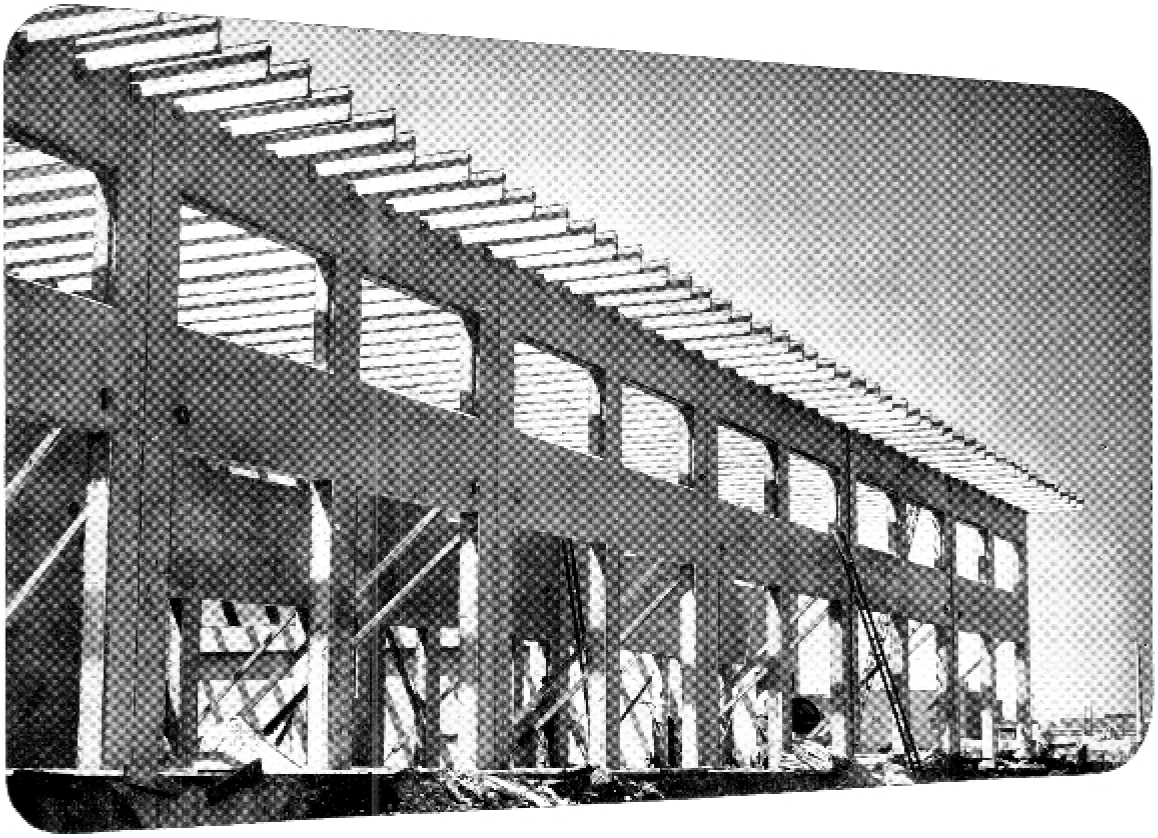
Indicating the Chapter's present vitality was the statement by President Roland W. Sellew that present membership had climbed back to the volume enjoyed just prior to formation of the Mid-Florida Chapter. At that time it was 108; and transfers to Mid-Florida accounted for a 29-member loss. Twenty members have been added since then; and with those admitted at this meeting the roster stands at 107.

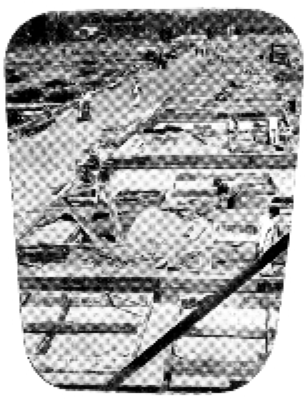
The Chapter voted to send reprints of the school maintenance data published in the current AIA *Bulletin* to all school officials in the Chapter's territory. It also instructed its Convention delegates to propose that all FAA Chapters be charged with developing resolutions necessitating Convention action four months prior to the FAA annual meeting date. These resolution proposals would be published in *The Florida Architect* to permit the entire FAA membership to consider them at Chapter meetings and decide on firm action at the subsequent Convention.

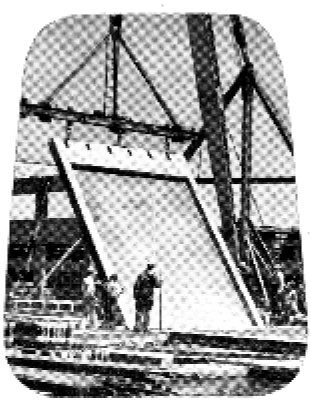
Relative to this proposal, it was pointed out that such a procedure would avoid perfunctory passage of any Convention resolution without sufficient consideration and discussion of its merits or disadvantages. Also, it would permit each AIA Chapter to register its position on each resolution question and would thus make Convention action more truly representative of state-wide opinion.

Balloting for next year's officers

(Continued on Page 50)







## News & Notes

(Continued from Page 48)



Frank J. Rooney, National President of the AGC, was the principle speaker at the October 9 meeting of the Florida South Chapter in Miami.

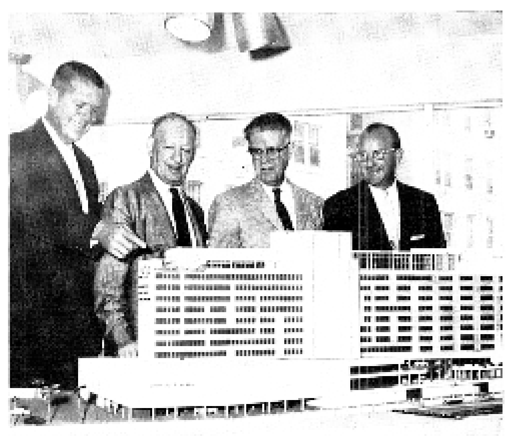
resulted in the return of ROLAND W. SELLEW, A. WYNN HOWELL and JACK MCCANDLESS as president, vice-president and treasurer, respectively. SIDNEY R. WILKINSON was elected secretary, the post held last year by JOHN M. CROWELL. MARK G. HAMPTON was voted a Chapter director. The two FAA directors elected were ROBERT H. LEVISON and ERNEST T. H. BOWEN, II.

Applications for one transfer membership, three corporates, one associate and seven junior associates were approved. After dinner, President Sellew directed comments to all members accepted during the past year in a brief ceremony of welcome.

"*I firmly believe,*" he said, "*that no single practitioner can be entirely successful in lifting his own individual prestige unless he does so with at least one eye on the good of the profession as a whole. A group such as ours can be more effective in bringing about public acceptance and appreciation of those who are worthy of it than can any member by himself.*

"*Your achieved status of membership, received during the past year, indicates that you subscribe to this thinking. Speaking in the name of the AIA, at national, state and chapter levels, it is my privilege to welcome you among us. I trust you will contribute of your time, through the association, to the overall good of the profession, remembering that one receives in proportion as he gives.*"

## Target Date - October, 1957



**Headquarters for the South Florida Chapter, AIA, and office of the FAA Executive Secretary and The Florida Architect will be in the Du Pont Plaza Building, now under construction in Miami. The unique building is also to include a 300-room hotel, a 14-story office building and the largest exhibit of quality building products in the country. The Architectural Products Bureau will be housed in a 3-story, 100,000 sq.-ft. wing over a sheltered parking area. Now scheduled for completion by October, next year, the huge exhibit will be in charge of Clinton T. Wetzel, far right. Examining the building model and next to him is Frank J. Shuflin, AIA, who, with John E. Petersen, AIA, designed the three-purpose structure. With them are two of the building's owners, Perrine Palmer, former mayor of Miami, left, and Al Jacobs, for many years an active developer of South Florida enterprises. The building fronts 1,000 feet on the Miami River and is placed on the plot to permit construction of additional office space as may be required in the future.**

## News & Notes

(Continued from Page 50)

### Florida South

Active support of all Florida AGC Chapters for the construction of a new building for the U/F College of Architecture and Allied Arts was pledged by AGC National President FRANK J. ROONEY in a talk at the Florida South Chapter's dinner meeting October 9. Rooney said that the construction industry's greatest need was trained personnel. He was emphatic in his endorsement of the building program proposed for Gainesville and said the FAA could count on the "full and complete cooperation" of Florida contractors in efforts to obtain appropriation of sufficient funds from the next Legislature to start the first unit.

The Chapter heard about the home rule plan from Miami's former mayor, JOHN B. ORR and subsequently adopted a resolution endorsing the home rule program for Dade County. Members also voted a $100 contribution to the California Council of Architects to aid their legal efforts to break a bureaucratic design monopoly as reported in last month's *Florida Architect*, page 15.

### Mid-Florida Elects

At a dinner meeting at the San Juan Hotel, Orlando, on October 18, the Mid-Florida Chapter held its annual election of officers. Chosen were these architects who will take over duties of their new offices January 1, 1967: JOSEPH M. SHIFALO, president; JAMES E. WINDHAM, III, vice-president; ROBERT B. MURPHY, secretary; and JOHN T. HART, treasurer. Two FAA directors were also chosen—thus indicating that the corporate membership now numbers at least 20, in accordance with the FAA Constitution and By-Laws. They are: JOHN T. WATSON, and JOHN W. BURTON.

### 2nd Auxiliary Formed

Wives of Mid-Florida Chapter architects recently decided that if formal organization was good for their husbands it would be good for them. Result was formation of the Mid-Florida Chapter Ladies Auxiliary with a membership of 28 and classifications of members corresponding to those of the AIA Chapter. A constitution and by-laws is now being stud-

(Continued on Page 52)

## News & Notes

(Continued from Page 51)

ied; but meetings are now being held on a schedule of six per year, with membership dues of $3.00 already in effect.

No definite policies nor long-range program have yet been established, but the group's general purpose is to foster cooperation among members and to aid as may be practical the organizational activities of the Mid-Florida Chapter. Officers are: Mrs. Robert B. Murphy, president; Mrs. James M. Shifalo, vice-president; Mrs. F. Earl DeLoe, secretary; and Mrs. Hill Stiggins, treasurer.

The new Mid-Florida group is the second AIA Chapter Auxiliary to be formed in Florida. The first, affiliated with the Florida Central Chapter, is now in its second year of successful operation and on October 13 held election of officers for the coming year. These include: Mrs. Elliott B. Hadley, president; Mrs. Archie G. Parish, vice-president; Mrs. Donald Jack West, secretary; and Mrs. Ernest T. H. Bowen, II, treasurer.

The Central Chapter Auxiliary is now considering a program of varied activities for next year. At their election meeting — held at Clearwater coincident with the AIA meeting — Roland W. Sellew presented the 27 members attending with a number of suggestions along these lines. Work with local hospitals and public school groups was one; a lecture series before local women's clubs was another. The Central Chapter president invited the ladies to attend Chapter business sessions.

## Talbot F. Hamlin, FAIA 1889 - 1956

The art of architecture has lost a staunch and vocal champion, the history of that art an erudite and understanding recorder. And in the death of Talbot Faulkner Hamlin, FAIA, at New Bern, North Carolina, on Sunday, October 7, architects who respected the worth of scholarship and knew the perfectionist who masked knowledge with a shy quietness and dry humor have lost a friend. He died from a heart attack which came suddenly as he and Mrs. Hamlin were sailing to Miami from a summer spent at Cape Cod, on their floating home, the *Aquarelle III*. He

(Continued on Page 54)

*Solve all your door problems by saving this*

# Weldwood Door Guide for Architects

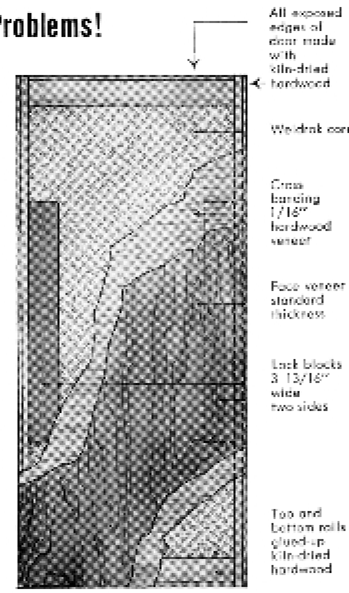
## Weldwood "Stay-Strate"® Flush Doors end complaints and Service Problems!

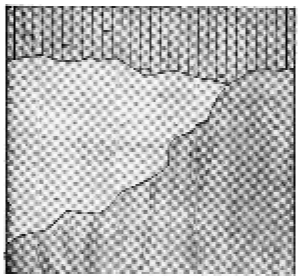
No other door offers so much. Maximum dimensional stability! Incombustible core! Greater insulation value! Vermin- and decay-resistance! Complete weathertightness! Over 30 decibels sound reduction!

Ideal interior or exterior door for homes, offices, apartments, institutions.

Guarantee—for the "life of the installation" . . . against warping, twisting or manufacturing defects—includes labor charges for hanging and refinishing.

Inert Weldrok mineral core. Birch, oak, walnut, Korina* and other beautiful hardwood faces. All standard sizes; thickness: 1¾". Light or louver openings available.



## Weldwood Lumber-Core Flush Door

*Top quality at a moderate price!*

Guaranteed for life against delamination. Has stave lumber core for dimensional stability. Virtually warp-free. Waterproof glue makes it suitable for exterior. Faces of mahogany, oak, Korina and others. All standard sizes. Thicknesses: 1⅜", 1¾", 2" and 2¼".

### Weldwood Hollow-Core Flush Doors

*leader in the low-price field*

Popular quality door in the lower price field. Beautiful woods: Gold Coast cherry, oak, walnut, birch, others. Standard sizes. Thicknesses: 1⅜" or 1¾".

### Novoply-Core Cupboard Door Stock

*virtually warp-free*

Special construction of nonwarping ¾" Novoply with birch faces and hardwood banding. Doors won't sag, stick. Wide range of stock types, sizes.

### Weldwood Louver Doors

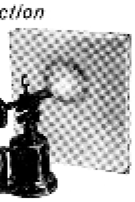
*of Ponderosa Pine or Fir*

Thicknesses: 1⅛" or 1⅜". Single doors and pairs in standard sizes.

## SPECIAL-DUTY DOORS

### Weldwood Wood-Faced Fire Door*

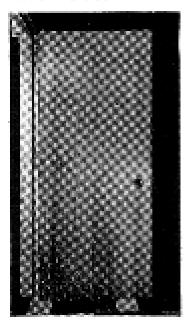
*gives double protection*



Combine double protection against fire *and* heat (U. L. label for Class "B" and "C" openings, maximum heat transmission 250°F at 30 min.) with handsome wood surfaces (oak, mahogany, walnut, others can be matched to walls). Mineral core of incombustible Weldrok®. Guaranteed for life including labor costs of hanging and refinishing. All standard sizes up to 4' x 7'. Vision panels available in 10" x 10" and 8" x 12". Thickness: 1¾".

### Weldwood Micarta®-Faced Door

*ends scuffing*



The "Custom Royal" . . . ends scuffing and marring. Needs no kick- or push-plates. Wipes clean with a damp cloth. Available in decorator colors or woodlike faces. Lumber, Stay-Strate or honeycomb core. All standard sizes, ideal for all types of institutions.

**Weldwood Metal-Faced Doors:** A wide choice for restaurants, hotels and other institutions.

### Weldwood Novoply® Sliding Doors



Flattest, most stable wood door panel ever made. Won't stick because it's guaranteed not to warp in excess of ⅛". Textured Novoply Flush Doors come plain or birch-faced. Doors available alone, or complete sliding door unit with precision rolling hardware. Sizes 3' x 6'9½" to 8' x 8'. Thickness: ¾".

**Weldwood X-ray Doors:** Lead-lined to your specifications.

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**55 West 44th St., New York 36, N. Y.**

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ADDRESS ........................................
CITY ........................................ STATE ..............

## News & Notes

(Continued from Page 53)

had reached his 67th birthday June 16, 1956.

Educated at Amherst College and Columbia University Architectural School, Talbot Hamlin was active in architectural practice until 1934 when he joined the architectural faculty of Columbia, where, since 1947 he held the rank of full professor. Early in his career he discovered an absorbing interest in architectural history and a gift for writing about it. The result was a whole series of articles and books, culminating in his biography of BENJAMIN HENRY LATROBE, published last year and this year the winner of the coveted Pulitzer prize.

Talbot Hamlin retired from the Columbia teaching staff two years ago and had picked Miami as his home locality, the South Florida Chapter as his Florida professional affiliation. The association promised much for all architects in Florida, for retirement could not stop the scholarly habits of a lifetime, nor the natural bent of this gentle, but persistent man to search for truth and to clarify deviations from it as he found them. That search and the wisdom which evaluated its results will be missed.



**Peter L. Hawes, 4th-year architectural student at the U/F, was awarded the scholarship bestowed annually by the Florida North Chapter at the Chapter meeting held October 18. He is a member of the Student Chapter, AIA, and vice-president of Gargoyle, honorary architectural society, and embarked on a career in architecture after 10 years service in the Army Air Force. He is married and the father of a daughter; and for the past two summers has been employed in the office of Goin and Moore, Gainesville architects.**

# 2nd Annual Roll-Call---1955-1956

Listed here are the firms which have helped this Official Journal of the FAA grow in breadth of service during the past year. Through their advertisements they seek opportunity to work with building designers toward the development of better buildings, a sound industry and a stable prosperous future.

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Panel Walls
**Agency**—Tom Daisley
Columbia, So. Carolina

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5705 W. Flagler Street, Miami
Distributor Alumiseal reflective and vapor barrier materials.

**ARMOR-FLEX PRODUCTS**
2111 So. Andrews Ave., Ft. Lauderdale
Factory distributor "Hermosa" Tile, Bennett-Ireland, Inc., "Spun-Lite" Fiberglass and "Miracle" Adhesive.

**BRUCE EQUIPMENT COMPANY**
24 N. W. 36th St., Miami
Electronic Sound Systems

**BLUMCRAFT OF PITTSBURG**
460 Melwood St., Pittsburg, Pa.
Aluminum Railings

**BURNUP & SIMS, INC.**
505 Park Street, W. Palm Beach
Distributors of Pumice Aggregate. Suppliers of building materials for construction.

**CEMENT ENAMEL OF THE CARIBBEAN, INC.**
254 Giralda Avenue, Coral Gables
Wall surfacing

**COOL ROOF OF AMERICA, INC.**
101 Andalusia Avenue, Coral Gables
Plasticized cement-base roof coating

**DIXIE STYLE**
4800 N. W. 37th Ave., Miami
Contract furnishings and interiors.
**Agency**—Bishopric Green and Fielden, Inc., 3361 S. W. 3rd Avenue, Miami

**DUNAN BRICK YARDS, INC.**
1001 S. E. 11th Street, Hialeah
Slumped brick, decorative masonry materials

**DWYER PRODUCTS CORPORATION**
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Dwyer Cabinet Kitchens
**Agency**—Knowlton-Washburn Co.
123 No. Sangamon St., Chicago, Ill.

**ELECTREND DISTRIBUTING CO. OF FLORIDA**
2433 Central Ave., St. Petersburg
Electric heating systems

**EXECUTONE DISTRIBUTORS**
404 Eunice Street, Tampa
224 Alcazar Ave., Coral Gables
2070 Liberty St., Jacksonville
220 No. Orlando St., Winter Park

**FARREY'S WHOLESALE HARDWARE CO. INC.**
7225 N. W. Seventh Avenue, Miami
Doors, fixtures and locks.

**FLORIDA FOUNDRY & PATTERN WORKS**
3737 N. W. 43rd Street, Miami
Ornamental castings

**FLORIDA GENERAL SUPPLY CORP.**
1310 Flamingo Way, Hialeah
Air Conditioning

**FLORIDA HOME HEATING INSTITUTE INC.**
1827 S. W. 8th Street, Miami
Oil and gas heating
**Agency**—Bevis Associates, Advertising, Ingraham Building, Miami

**FLORIDA PORTLAND CEMENT DIVISION**
General Portland Cement Co., Tampa
Manufacturers of cement
**Agency**—R. E. McCarthy & Assoc., Inc.
206 So. Franklin Street, Tampa

**FLORIDA POWER & LIGHT COMPANY**
Miami, Florida
Electric Utility
**Agency**—Grant Advertising, Inc.
201 S. W. 13th Street, Miami

**FLORIDA STEEL PRODUCTS, INC.**
215 South Rome Ave., Tampa
Reinforcing steel and accessories
Steel and aluminum windows

**GATE CITY SASH & DOOR COMPANY**
15 S. W. Third Avenue
Ft. Lauderdale, Florida
Jalousies and awning windows
**Agency**—J. Walter Thompson Co.,
430 Lexington Ave., New York City

**GLASS DOORS, INC.**
2477 West 4th Ave., Hialeah
Lumidor aluminum sliding doors

**GRANCO STEEL PRODUCTS CO.**
2651 Euston Rd., Winter Park
Steel building products
**Agency**—Gardner Adv. Co.,
915 Olive St.—St. Louis, Mo.

**GEORGE C. GRIFFIN COMPANY**
4201 St. Augustine Rd., Jacksonville
"B" & "G" Aluminum awning windows

**THE HAYWARD EQUIPMENT CORPORATION**
718 Broadway, Daytona Beach
Heating and cooling equipment

**HOLLOSTONE COMPANY OF MIAMI**
480 Ali Baba Avenue, Opa Locka
Precast concrete products

**HOLLOWAY CONCRETE PRODUCTS**
Winter Park
Concrete products
**Agency**—David H. Obermeyer
620 W. Robinson Ave., Orlando

**INSUL-MASTIC OF MIAMI, INC.**
275 S. W. 6th Street, Miami
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**Agency**—Miller, Bacon, Avrutis & Simons, Inc.
503 Ainsley Bldg., Miami

**INTER-STATE MARBLE & TILE CO.**
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**JACKSONVILLE METAL & PLASTIC CO.**
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**JO ITALIAN CERAMIC CORP.**
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3361 S. W. 3rd Avenue, Miami

**LEAP CONCRETE, INC.**
Lakeland, Florida
Prestressed concrete units
**Agency**—Sanborn Adv. Agency
P. O. Box 949, Lakeland

**LUDMAN CORPORATION**
No. Miami
**Agency**—Biscayne Advertising
2138 Biscayne Bldg., Miami

**MAGIC CITY SHADE & DRAPERY CORP.**
297 N. E. 67th St., Miami
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**MAULE INDUSTRIES, INC.**
5220 Biscayne Blvd., Miami
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**MIAMI WINDOW CORPORATION**
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**Agency**—The Rolfe Asso. Inc.
Langford Bldg., Miami

**MIRACLE ADHESIVE SALES CO.**
City Center Bldg., Lake Worth
Miracle Adhesives

**MILLER ELECTRIC CO. OF FLORIDA**
575 Dora Street, Jacksonville
Electrical contractors

**MOORE PIPE & SPRINKLER CO.**
P. O. Box 4248, Jacksonville
Automatic sprinkler systems

**PALMER ELECTRIC COMPANY**
Box 7636, Orlando
Electrical contractors

**PERLITE INCORPORATED**
285 West 9th St., Hialeah
Lightweight aggregate

**PORTLAND CEMENT ASSOCIATION**
227 No. Main St., Orlando
Portland cement
**Agency**—Roche, Williams & Cleary Inc., 135 So. LaSalle Street, Chicago

**PRESCOLITE MANUFACTURING CORP.**
Berkeley, California
Lighting fixtures
**Agency**—John O'Rourke Advertising Flood Bldg., San Francisco, Calif.

**A. H. RAMSEY & SONS, INC.**
71 N. W. 11th Terrace, Miami
Architectural woodwork and supplies

**SATCHWELL ELECTRIC CONSTRUCTION CO., INC.**
2922 Old St. Augustine Rd., Jacksonville
Electrical contractors

**SISTRUNK, INCORPORATED**
400 N. W. 71st Street, Miami
West Indies Shutters

**SOUTHERN VENETIAN BLIND COMPANY**
1727 N. W. 28th Street, Miami
Architectural shutters & drapes
**Agency**—Hoite Agcy Advertising First Nat'l Bnk. Bldg., Miami

**TILE DISTRIBUTORS INC.**
130 19th Street - South
St. Petersburg, Florida
Hermosa Tile

**TROPIX-WEVE PRODUCTS**
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Woven wood doors

**UNITED STATES PLYWOOD CORP.**
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**Agency**—Kenyon & Eckhardt Inc. 247 Park Avenue, New York City

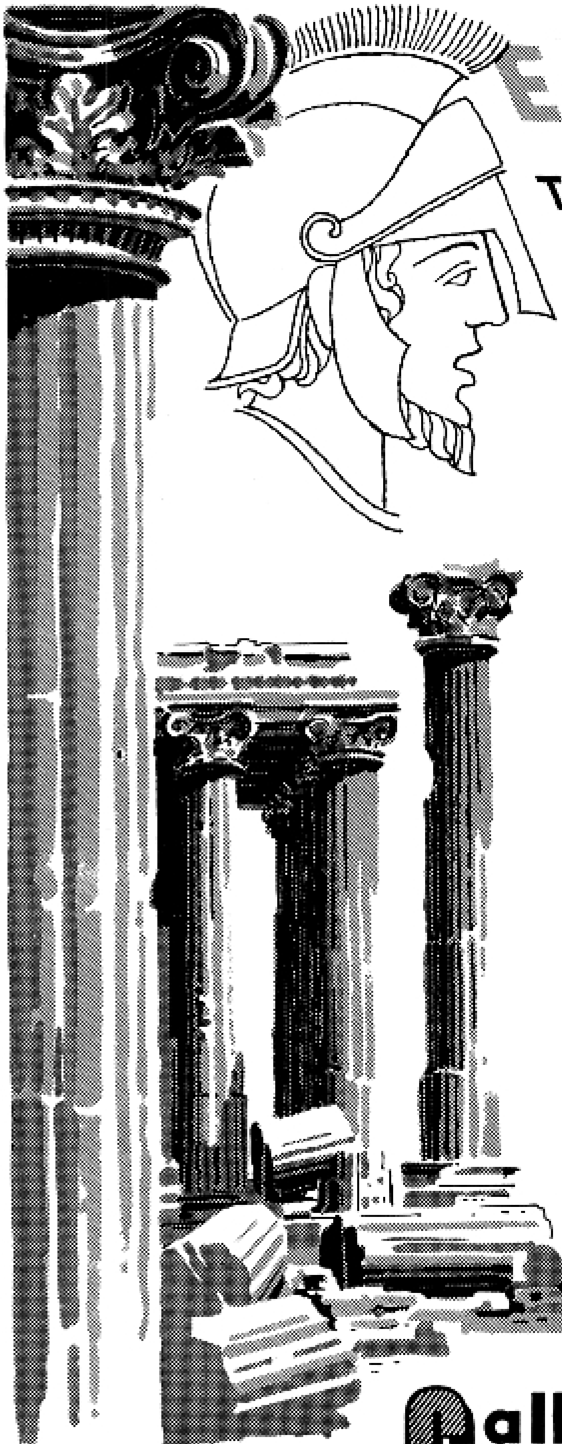
**UNIT STRUCTURES, INC.**
Peshtigo, Wisconsin
Glued laminated timbers
**Agency**—R. C. Breth, Inc. Green Bay, Wisconsin

**UNIVERSAL-RUNDLE CORPORATION**
Morehouse Supply Co.—Miami, dists.
Bathroom fixtures
**Agency**—Geyer Advertising, Inc. 3rd Nat'l Bank Bldg., Dayton, Ohio

**VULKAN, INCORPORATED**
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Structural steel units

**VUN-RUSS COMPANY, INC.**
1009 E. 16th St., Hialeah
Aluminum windows
**Agency**—Robert Hurwitz 2788 S. W. 32nd Ave., Miami

**F. GRAHAM WILLIAMS COMPANY, INC.**
1690 Boulevard, N. E. Atlanta, Ga.
Masonry building materials, roofing, tile, aluminum windows, roof decks



# ΕΛΑΦΡΟΠΕΤΡΑ

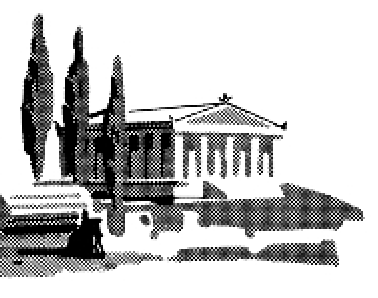
## THE GREEKS HAD A *WORD FOR IT*

# PUMICE

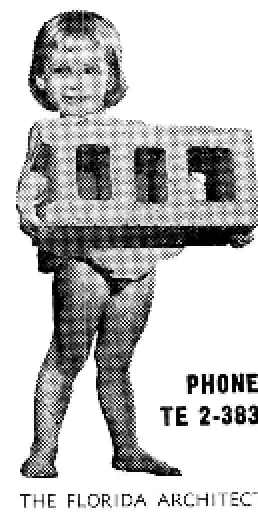
The domes of the St. Sophia Mosque in Constantinople, the Pantheon of Rome and many other magnificient structures of the past are eloquent examples of the durability of PUMICE Concrete. Built more than 2,000 years ago, they are still in perfect condition. The PUMICE aggregate fines combining with the free lime in concrete contribute to the pozzolanic qualities. PUMICE lightweight concrete continues to gain strength indefinitely. PUMICE concrete has a range in strength of 300 p.s.i. to 3,000 p.s.i. and a range in 28 day air dry weights of 55 to 110 lbs. per cubic foot.

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## A New Approach . . .

*(Continued from Page 11)*

the advantages of organized research in all phases of the building process must surely awake enthusiastic response among all architects. In a state such as Florida, in which the construction of new buildings looms so large in the total economy, the design and implementation of such a program must surely enlist the whole-hearted participation of the entire profession.

In moving to realize the architectural potentialities of the next decade, it seems to this prospective participant that Florida architects enjoy not opportunity alone, but also to an unusual degree the conditions basic to its fulfillment. The economy and population of the state are expanding vigorously. The building industry is one of the most active in the country. The profession is alert and progressive. The University and its administration display these same qualities. Its School of Architecture has built a firm reputation and is fortunate in possessing a capable and forward-looking faculty.

I am certain that each of its members joins me in the sentiment that, in inventorying our resources, in setting our sights for the coming decade, and in implementing whatever program is selected, the counsel and collaboration of the profession will be sought and valued. With such a spirit, I am confident that the years ahead can be made to yield sound and significant results for Florida architecture and architectural education.

## Craft Opens Office

Chester Lee Craft, AIA, has announced the opening of a new office for the general practice of architecture at 1427 Ponce de Leon Boulevard, Coral Gables, as of November 1st. The new office is the culmination of plans which have been developing since his resignation, the first of this year, as the architect for the Polk County Board of Public Instruction, a position he had held since 1952. Prior to that he had served as Assistant State School Architect and taught for two years in the U/F College of Architecture. He is a former secretary-treasurer of the Florida Central Chapter.

# Florida Northwest Chapter Launched



AIA Regional Director Herbert C. Millkey makes it official as he presents the charter to Hugh J. Leitch, president of the Florida Northwest Chapter, Florida's tenth AIA member-group and the third Florida Chapter chartered this year.

Last May, at its pre-convention meeting in Los Angeles, the AIA Board of Directors approved an application for a new Florida chapter. It was the tenth such group to be formed in the State and the third AIA chapter within the year to be formally welcomed to the AIA fold through presentation of a charter by a Regional Director of the Institute.

For the Northwest Chapter, headquartered at Pensacola, this significant event took place on the evening of October 2, 1956. Place was the banquet room of Martine's Restaurant, Pensacola; and when President Leitch called the meeting to order, a record crowd had enjoyed cocktails and dinner as a preliminary to the charter-presentation ceremonies. Civic interests were represented by Mayor C. P. Mason of Pensacola and City Manager Oliver J. Semmes, Jr., who were among the honored guests of the new Chapter. Other guests included Tillman Burks, secretary-manager of the Pensacola Chapter of the Associated General Contractors and Herbert C. Millkey AIA, of Atlanta, Regional Director, who gave the principle address of the evening and formally presented the charter to Hugh J. Leitch who briefly acknowledged the ceremony on behalf of his group.

Millkey noted that formation of the new chapter was in line with the planned expansion of Florida's AIA organization which was set in motion some three years ago as the result of a study on re-districting made by an FAA committee, headed by William T. Arnett, of Gainesville.

"But this 10th Florida Chapter," said Millkey, "*is also the result of the great vitality of the building industry in this State, the volume of which, last year, was more than North Carolina, South Carolina and Georgia.*

"*This vast amount of work creates problems, within and without the profession, beyond the range of any individual practitioner to solve. Hence the importance of the Florida Northwest Chapter lies in the fact that it provides an instrument of action for attacking these problems.*

"*Of greater significance, it serves as an official voice for the profession in this area to which all citizens can*



As members of the first roster elected by the Northwest group, the new Chapter's officers have every right to look pleased. They are, from left: James H. Look, treasurer, Samuel H. Marshall, director, Roger G. Weeks, secretary, and Hugh J. Leitch, president. Anker F. Hansen is vice-president.

*come for counsel and information; and through which you can provide service to the city and county and collaboration with the various facets of the construction and design fields."*

In commenting on the particular need for directive as well as collaborative effort in the building industry, the speaker called on his audience to shoulder the responsibility for such effort. The architect's responsibility is today greater than ever before, he said, because of the great advances in building technology and the fact that architectural practice has kept well abreast of such advances.

*"I don't believe that the average architect—and certainly not the public—realizes just how far in the forefront we are in this respect,"* declared Millkey. *"The profusion of new construction techniques and materials, our new uses for old materials and their effect on planning, economics, insurance rates, mortgages, etc., make it impossible for anyone but the architect to evaluate."*

Millkey touched on the activities of the "package dealer" which is now a subject of study by an AIA committee, newly appointed in the early part of this year. He characterized such activities as not giving "value to the owner for the building dollar;" and observed that the "package dealer" uses one type of construction to solve all types of building problems, however inefficient or wasteful might be the result.

As one illustration of this point, the speaker cited the case of a five-story office building on a 40-foot lot. Two and one-half feet, or five percent of this width were exterior walls. But the wall thicknesses could easily have been reduced to a total of six inches, thereby increasing the rentable area four and one-half percent—or enough to pay the interest on the mortgage.

The AIA official called for a broader base of professional operation in line with the growth and expanding economy and interests of the country. And he particularly urged upon members of the new Chapter an active participation in community activities and public life.

The Charter presentation arrangements were made by Ula F. Manning as chairman of the Chapter's Program Committee. Press coverage, both before and after the affair—and including this report—was handled by F. Treadway Edson.

# · · BUILDERS' ROSTER · ·

Contracting firms listed below have either been recommended by practicing architects in their locality or are trade association members of recognized standing. AGC—Associated General Contractors; FAEC—Florida Association of Electrical Contractors; ACI—Amer. Concrete Institute; NCMA—Natl. Concrete Masonry Assoc.; NRMCA—Natl. Ready-mixed Concrete Assoc.; FCPA—Florida Concrete Products Assoc. C—Person to contact.

### — CHARLOTTE COUNTY —

GENERAL

**Cleveland Construction Co., Inc.**
Harborview Rd., Punta Gorda
Phone: NE 2-5911
C—Roy C. Young, Pres.—AGC

### — DADE COUNTY —

GENERAL

**Avant Construction Co., Inc.**
360 N.W. 27th Ave., Miami
Phone: NE 5-2409
C—John L. Avant, Pres.—AGC

**Edward M. Fleming Construction Co., Inc.**
4121 N.W. 25th St., Miami 42
Phone: NE 5-0791
C—Ed. M. Fleming, Pres.—AGC

PAVING, GRADING

**T. J. James Construction Co.**
1700 N.W. 119th St., Miami
Phone: MU 8-8621
C-Randolph Young, Gen. Mgr.-AGC

### — DUVAL COUNTY —

INDUSTRIAL & HEAVY

**Henry G. Dupree Co.**
1125 Kings Ave., Jacksonville
Phone: FL 9-6622
C—Henry G. DuPree, Pres.—AGC

### — PALM BEACH COUNTY —

GENERAL

**Arnold Construction Co.**
S'te 7, Murray Bld., Palm Beach
Phone: TE 2-4267
C—W. H. Arnold, Pres.—AGC

**Paul & Son, Inc.**
921 Ortega Rd., W. Palm Beach
Phone TE 2-3716
C-P. D. Crickenberger, Pres.

CONCRETE MASONRY

**Shirley Brothers, Inc.**
N. Canal Pt. Rd., Pahokee
Phone: Pahokee 7185
C—Claude L. Shirley, Pres.—AGC
AGC assoc. NRMCA; FCPA; NCMA

PLASTERING

**J. A. Tompkins**
1102 North A, Lake Worth
Phone: JU 2-6790
C—J. A. Tompkins, Owner—AGC

ELECTRICAL

**Arrow Electric Company**
501 Palm St., W. Palm Beach
Phone: TE 3-8424
C—V. L. Burkhardt, Pres.—AGC
Assoc.; FAEC

### — PINELLAS COUNTY —

GENERAL

**A. P. Hennessy & Sons, Inc.**
2300 22d St. N., St. Petersburg
Phone: 7-0308
C—L. J. Hennessy, Pres.—AGC

### — VOLUSIA COUNTY —

CONCRETE MASONRY

**Quillian's Concrete**
3rd St. - F.E.C., Daytona Beach
Phone: CL 3-8113
C—Hugo Quillian, Partner—AGC
Assoc. NCMA; FSPA; NRMCA; ACI

### — GEORGIA—Fulton County —

GENERAL

**Beers Construction Company**
70 Ellis St., N.E., Atlanta 3
Phone: AL 0555
C—E. M. Eastman, V.-Pres.—AGC



## ADVERTISER'S INDEX

# Producers' Council Program

The Miami Chapter will be much more directly involved with the FAA's 42nd Annual Convention than many FAA members might be expected to realize. President NICHOLAS NORDONE has announced that the Chapter has underwritten the cost of bus transportation from Gainesville to Miami for the entire Student Chapter Associates of the AIA at the U/F College of Architecture and Allied Arts. The trip to and from Convention headquarters at the Seville Hotel, Miami Beach, will be available also to those college instructors and professors whose schedules will permit them to make the trip.

Details of the arrangement are being coordinated by MYRL HANES, AIA, member of the Florida North Central Chapter in Gainesville, and President Nordone in Miami.

In addition, of course, a good number of Producers' Council firms are represented in the Exhibit of Building Products at the Convention. It is hoped that each exhibit of a member firm or its Florida representative will indicate Producers' Council membership through display of the organization's characteristic symbol. Since this symbol was adopted many years ago, it has come to signify "quality" in building products of almost every type — as the AIA seal has been established as the mark of technical competence and professional integrity.

The evening of October 23 was slated for the Miami Chapter's second informal meeting of the 1956 57 season. Place was the Coral Gables Country Club; and the Otis Elevator Company was the sponsoring organization. The meeting was chairmanned by President Nordone who turned it over to T. U. BERMINGHAM of the Otis company. Bermingham spoke briefly about the influence of modern vertical transportation on multi-story building design; and then showed two full-color slide films with a coordinated sound track which explained operation of the relatively new Otis "Autotronic" elevator and discussed the advantages of "operatorless" elevator control in terms of building operation economics.

**Reminder . . .**

The *Caravan of Home Building Products*, the Producers' Council nationally-sponsored travelling exhibit, is due for an all-day showing at Miami's Bayfront Auditorium on November 20. All architects, home builders and contractors are invited to view it. At Jacksonville the *Caravan* showing will be at the Roosevelt Hotel on November 29.

**Idea for Meeting . . .**

A number of Florida AIA architects have privately suggested that the two Florida Chapters of the Producers' Council take a cue from their national organization and work out meeting schedules so that both can join in a big annual "convention" meeting timed in conjunction with the Annual FAA Convention. The idea is too good to keep under wraps. Admittedly it would take some readjustment of yearly plans on the part of both Miami and Jacksonville Chapters. But it might serve to strengthen contacts between producers and specifiers of quality products, thus over-shadow possible disadvantages.

## Future on Wheels

*(Continued from Page 16)*

both size and character of parking facilities. Such regulations can obviously influence the character of a building—can affect the percentage of its land-coverage and the extent to which it may include parking areas within the structural envelope.

All such factors are subject to a thousand variations according to the force of local community conditions, probable future developments and the overall economics of a building project. But this central fact should be clearly understood and faced by architects: Traffic—now and more in the future—is an inevitable part of any urban pattern. It cannot be eliminated; it should not be ignored. And, in the hands of those architects who will work with their local traffic experts lies one additional hope of controlling, if not completely solving, the problem which it represents.

in conference...



# Prologue to Progress

By T. TRIP RUSSELL

On the eve of the 1956 Convention of the Florida Association of Architects, many of us who have been a long time in Florida will recall another such convention, an eon or more ago, of which this is an anniversary.

The Convention ended in a banquet in the garden of a hotel in Palm Beach. The air bore a hint of the chill of early winter. The moon was full, or nearly so, and rode high over a calm sea. Architects and their wives talked gaily of the good year that had passed and their plans for the year to come.

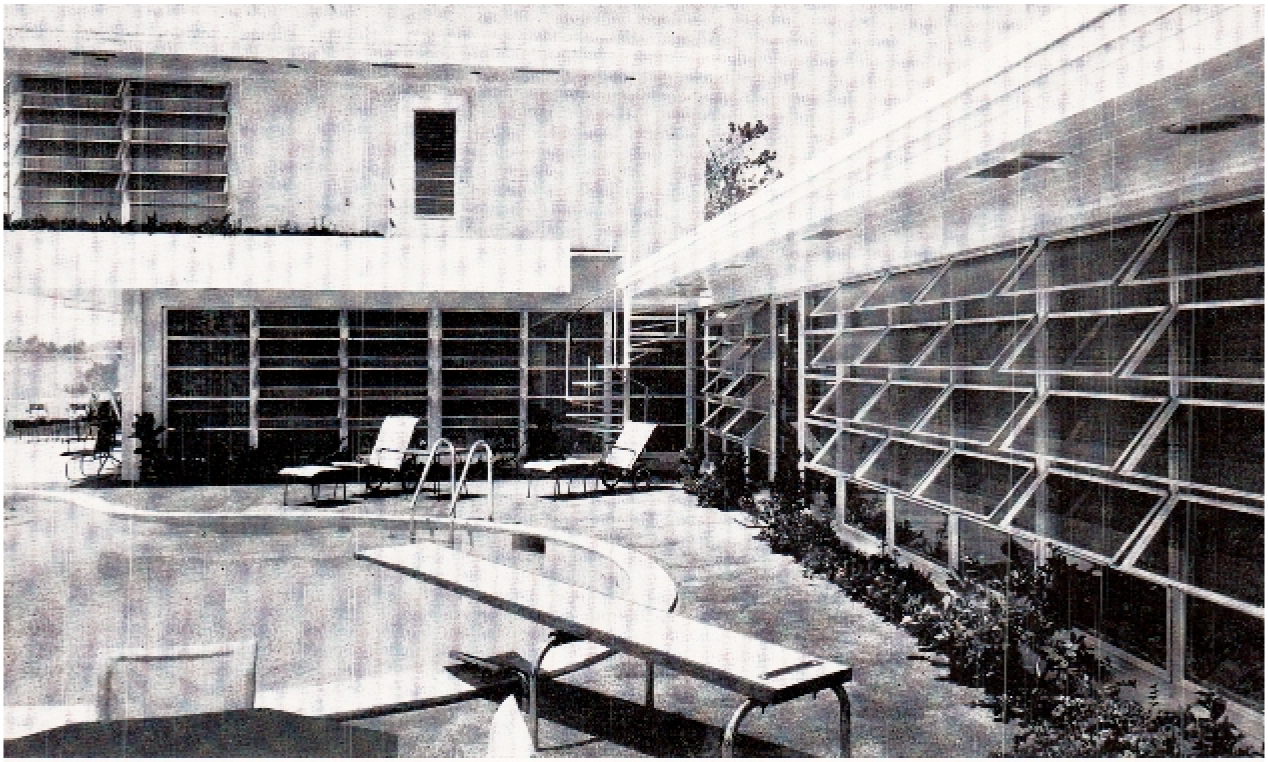
The Convention had been a lively one. For the first time the voice of the younger architects had carried weight; and the newly elected young officers were filled with plans for broadening the scope of our professional organization and bringing to it a new spirit of fellowship. True, there was uneasiness in the air. The madness that had broken out in Europe filled us with dismay. But, somehow, on that lovely December night Europe seemed far away.

Tired from the gaiety of the night before and the long drive home, most of us slept late the next morning. From the clear beauty of the night before, the weather had changed to threatening storm. Half somnolently we made our morning coffee and skimmed the Sunday paper. Someone idly turned on the radio. The voice of the announcer trembled slightly, but the words were clear enough. Thus in a few moments on December 7, 1941, the world in which we lived and hoped and planned only a few hours before, lay shattered at our feet.

I do not know if there was a Convention four years later in 1945, as architects, released from the unwelcome tasks in which they had been engaged, returned to take up again the work for which they had been trained and which they dearly loved. The soiled ribbons on their battle jackets bore little stars with strange names — Salerno, the Ardennes, the China Sea. Feet that were at home on the streets of London, Recife, Melbourne, found the pavements of Miami strange. Miami had not changed, but the architects would never again be quite the same.

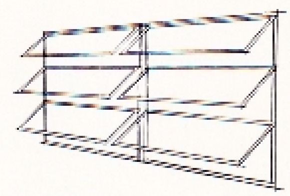
Eleven years have now passed since that time — years of almost unbroken progress in our profession. The architects' position in the community has steadily increased in importance. The public is more and more conscious of the things the architect can offer for civic betterment. We are ourselves touched with a deeper awareness of our duty to the community. There have been setbacks, isolated islands, that have rebuffed our efforts — but the surge has been forward. The public image of the architect in an ivory tower is gradually being replaced by the image of the architect as the planner of the future.

It is certain that much must still be done. But we must not let the magnitude of the objective blind us to the fact that in fifteen years we have come a long way. In that, I think, we may be allowed a moment of quiet pride. God grant that the future holds for us no such ordeal as the one on the threshold of which we stood fifteen years ago. But come what may, we have at least learned that our profession has given us a training and a skill to place at the service of our country — in peace or war — that will earn us a place among its most honored citizens.

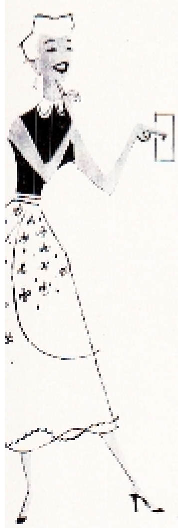


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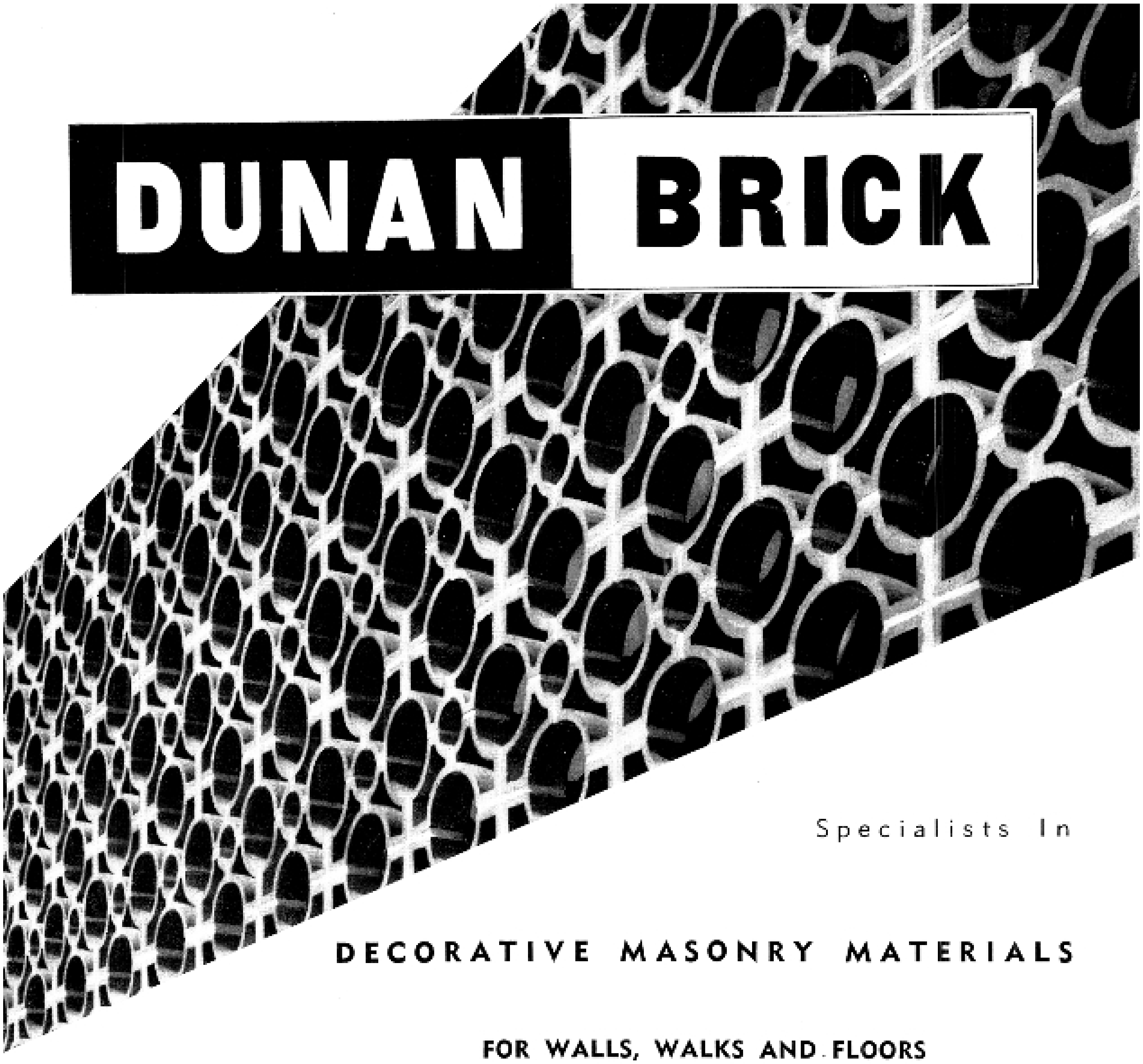
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